

1 By Supervisor Weishan
2
3

4 **A RESOLUTION**

5 Supporting the City of Milwaukee's Common Council File number 111222,
6 seeking to repeal the city's cap on issuing new public passenger vehicle permits.
7

8 WHEREAS, in 1991, the City of Milwaukee capped the number of public
9 passenger vehicle permits; and
10

11 WHEREAS, there are currently fewer taxicabs in operation in the City than
12 there was over 20 years ago; and
13

14 WHEREAS, the City of Milwaukee has been called one of the worst
15 offenders among cities that limit how taxicabs operate within its borders, rather
16 than allowing the market to set the number of operators; and
17

18 WHEREAS, there is currently a lawsuit pending that states Milwaukee's
19 limit on the number of taxicabs allowed in the city is arbitrary, anti-competitive
20 and unconstitutional; and
21

22 WHEREAS, this lawsuit also asserts that the city's current practice
23 violates due process and equal protection rights under the Wisconsin
24 Constitution because it denies the plaintiff's rights to earn a living of their choice,
25 but does not further a legitimate government interest; and
26

27 WHEREAS, this lawsuit also asserts that the benefits of the current
28 system are concentrated in a few permit holders while the costs are diffused
29 among consumers, drivers and would-be owners; and
30

31 WHEREAS, the County has expended millions of dollars on paratransit
32 taxicab rides and a lack of a competitive bidding process not only denies
33 taxpayers options in service, but a means to extend their budgets in a tight
34 economy; and
35

36 WHEREAS, in addition to proposing that the City of Milwaukee lift the cap
37 on city taxicab permits, this city proposal also calls for enacting more robust
38 inspection and vehicle standards while allowing the free market to determine the
39 number of taxicabs that will operate in Milwaukee while ensuring the comfort,
40 safety, and cleanliness of taxicabs, now, therefore
41

42 BE IT RESOLVED, the Milwaukee County Board of Supervisors does
43 hereby support Common Council file number 111222, seeking to repeal the city's
44 cap on issuing new public passenger vehicle permits; and
45

46 BE IT FURTHER RESOLVED, that upon adoption of this resolution, the
47 Milwaukee County Clerk is authorized and directed to send copies of this
48 resolution to the Mayor of Milwaukee and Milwaukee State Delegation.
49

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: February 17, 2013

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: A resolution supporting the City of Milwaukee's Common Council File number 111222, seeking to repeal the city's cap on issuing new public passenger vehicle permits.

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	
	Revenue	0	
	Net Cost	0	
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.
 - A. A resolution supporting the City of Milwaukee's Common Council File number 111222, seeking to repeal the city's cap on issuing new public passenger vehicle permits.
 - B. N/A
 - C. N/A
 - D. No assumptions made.

Department/Prepared By _____

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 18, 2013

TO: Michael Mayo, Sr., Chairperson, Transportation, Public Works & Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

**SUBJECT: REPORT ON FEASIBILITY STUDY TO CREATE LOWER COST
SUBSIDIZED PASS FOR LOW-INCOME WORKING RIDERS AND
SUMMER LONG YOUTH PASS FOR TEENS**

POLICY

In November 2012, the County Board of Supervisors adopted budget amendment 1A 059, which directed the Milwaukee County Transit System (MCTS) to conduct a feasibility study on creating partnerships with businesses with the intent of creating a lower cost subsidized pass for low-income people. MCTS was also directed to study the feasibility of creating a summer long youth pass for teens who are employed and/or seeking employment. This report responds to those directives.

BACKGROUND

As a cost effective means of keeping the operational cost of handling and sorting cash as low as possible, the Milwaukee County Transit System offers discounted fares for patrons who purchase their fare product such as bus passes and tickets in advance. Discounted fares are also offered through a variety of other programs including the University Pass Program, Commuter Value Pass Program and Commuter Certificate Program. In addition, bus fare for seniors, persons with a disability and children are discounted at one-half the adult cash fare.

A critical question we attempted to answer in this study is the likelihood of success in creating two new discounted fare programs without adversely impacting revenue needed to operate the transit system, or the degree to which a new discounted program would add value to service effectiveness that will result in increased ridership. In order to make these determinations, we examined the existing discounted pass programs as a logical starting point to build upon or develop new programs.

With respect to whether it is a viable business idea to create partnerships with businesses with the intent of creating a lower cost subsidized pass for low-income individuals, we find that a program of this nature would be very similar to MCTS's existing Commuter Value Program and Commuter Certificate Program which offer discounted transit fares for workers through their employers. Consequently, we recommend that the transit system avoid creating programs with overlapping target markets resulting in added administrative costs but marginal gains in ridership as riders merely shift between competing programs. Nevertheless, MCTS will continue to explore how a subsidized pass for low-income riders could be incorporated into marketing strategy for future initiatives.

With respect to creation of a summer long youth bus pass for teens who are employed and/or seeking employment, we find that many community and social service programs provide transportation passes or tickets for youth as part of their summer programs. Since passes and tickets are already discounted to encourage use of these fare forms in lieu of cash, further analysis is needed to access how transit can partner with these and other programs to provide affordable transportation for youth without negatively impacted revenue needed to operate the transit system.

RECOMMENDATION

This report is informational only.

Prepared by: Lloyd Grant, Jr., Managing Director, MCTS
Jacqueline Janz, Chief Marketing & Communications Officer, MCTS

Approved by:

Brian Dranzik,
Director, Department of Transportation

cc: Chris Abele, Milwaukee County Executive
Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele
John Zapfel, Deputy Chief of Staff, Milwaukee County Executive Chris Abele
Don Tyler, Director, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, Department of Administrative Services
Cynthia Pahl, Fiscal and Budget Analyst, Department of Administrative Services

**FEASIBILITY STUDY TO CREATE LOWER COST SUBSIDIZED PASS FOR LOW-INCOME
WORKING PEOPLE AND SUMMER LONG YOUTH PASS FOR TEENS**

March 18, 2013

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II. Executive Summary

This study examines the viability of creating two discounted passes. One pass is aimed at lower-income working adults under a cost subsidized arrangement by businesses. The second pass would be made available during the summer months for teens who are employed or seeking employment. With this in mind, our approach to this study includes:

- **Market Analysis**- is there a demand for this product and if so, what is the target market.
- **Organizational Analysis** - what resources would it take to implement both of the passes.
- **Financial Analysis** – does it fit the goals of the transit system and can Milwaukee County afford to offer additional discounted passes.

In addition, when introducing a new discounted fare form, we considered questions such as:

- Is there a need in the community?
- What is the benefit to the transit system?
- Will it impact ridership especially to the level that additional bus service would need to be added? Will it compete with our other discounted programs?
- What resources will it take to make sure this is implemented cost effectively?
- What will be the financial cost to Milwaukee County?

III. Milwaukee County Transit System in Review

The Milwaukee County Transit System exists to provide reliable, convenient and safe public transportation services that effectively and efficiently meet the varied travel needs of the community and contribute to its quality of life. For more than 150 years, the transit system has assisted the community to get to work, school or other important places. It adds to the quality of life for everyone in the community whether they ride the bus or not. Several of the key benefits include improved air quality, reduced traffic congestion and affordable transportation.

There are 59 bus routes which include regular service, Freeway Flyers, UBUS and special event transportation to major festivals. Bus transportation is available every day of the year; however, weekend and evening bus service is less frequent than during the weekday.

To ride a bus, passengers can pay cash or purchase a discounted ticket or pass. Discounted fares are available to everyone through tickets or passes. Additionally, deep discounts are given to seniors (65 and over), disabled individuals and children (6 to 11). These individuals pay half the regular discounted fares.

MCTS offers a couple other discounted programs to assist the community who are working or enrolled at specific colleges. Businesses that participate in the Commuter Value Program can offer quarterly discounted bus passes to their employees. This bus pass is tax deductible and the employer can choose to pay a portion of the pass as an employee benefit.

U-PASS is another program which offers a heavily discounted bus pass to college and University students. Participating Universities offer a semester long pass for just \$45 so students can have affordable, reliable and convenient transportation.

IV. MCTS's fare forms:

REGULAR FARES	2013 Fare
Adult Cash	\$2.25
Adult Ticket	10/\$17.50
Premium Cash	\$3.25
Premium Ticket	10/\$23.50
DISCOUNTED FARES	
Half Fare Cash	\$1.10
Half Fare Ticket	10/\$11.00
Weekly Pass	\$17.50
Monthly Pass	\$64.00
Student Pass (MPS Special)	\$16.50
UPASS (Semester)	\$45.00
Commuter Value Pass (Quarterly)	\$201.00

It also should be mentioned that MCTS relies on several sources for funding since the passenger fares cover only a portion of the total cost of operating the system. As funding levels vary or change, the level of bus service available to the community may be adjusted upward or downward.

MCTS 2013 funding sources are:

40% State
31% Passenger Fare & Other Revenue
18% Federal
11% Local

V. Potential Market for the New Discounted Pass

To gauge the target market for the discounted passes, we considered the need or demand in the service area for a low-income pass for working adults and for a summer youth pass for working students. This includes a review of the current customer profile, MCTS's current employee-employer discount program, current programs in the community and similar programs at other transit systems.

A. Current Rider Profile

Twice a year MCTS conducts a telephone survey of 400 passengers to gather demographics on riders. Through this survey we get a glimpse of our riders' profile (see Table A, MCTS Current Ridership Profile). Riders on the Milwaukee County Transit System are very diverse in age, ethnicity and education. More than 50 percent are employed full or part time. Thirty percent have a household income level below \$14,000 annually; 27 percent are between 14,001 and 28,000; 28 are above \$28,001; 14 percent did not answer. To fully understand income levels, we also looked at how many individuals are in each household. Additionally, Census information tells us that 18% of Milwaukee County is at or below Poverty Level.

2011 HHS Poverty Guidelines	
# Persons in Family	Total Household Income
1	\$10,840
2	\$14,710
3	\$18,530
4	\$22,350
5	\$26,170

B. Commuter Value Program / Commuter Value Certificate

It is important to point out that MCTS does offer a discounted bus pass for adult workers. Fifty-eight Milwaukee businesses participate in the Commuter Value Program (CVP) program and 3,300 employees participate. Annual revenue generated from this program is \$2,571,000. Most of these businesses pay for half of a quarterly bus pass, so the cost to the employee is \$33.50 a month for unlimited use on all of MCTS bus services. Additionally, the pass is tax deductible for the worker and employer.

Employers also have the opportunity to purchase Commuter Value Certificates (CVC) which cost \$17.50 and can be exchanged for a weekly pass, a strip of ten bus tickets or be used towards any other pre-purchased MCTS bus fare. The employer pays for the total cost of the certificates and determines on their own as to the quantity and dates of distribution.

Since businesses already sponsor the CVP passes and CVC certificates, we will need to be careful not to create another program that competes with these programs. By creating a separate initiative, it

will likely result in fewer resources going towards an already successful program. One option would be to target businesses that employ lower-income individuals.

VI. Table A - MCTS Current Ridership Profile

MCTS Ridership Profile
April 2012 - October 2012

Gender

59%	Female
41%	Male

Age

15.00%	18 to 24
14.40%	25 to 34
14.60%	35 to 44
21.90%	45 to 54
19.50%	55 to 64
14.30%	65 <
0.30%	Refuse
49.3% are 18-44	

Ethnicity

45.10%	White
43.60%	Black
6.50%	Hispanic
2.30%	Other
2.50%	Refuse

Education

1.00%	Grade school or less
11.60%	Some high school
36.60%	High school
3.40%	Some tech
5.20%	Tech degree
21.40%	Some college
14.60%	College degree
6.10%	Post grad
0.40%	Refuse
50.7% Have more than high school degree	

Employment

29.60%	Employed full-time
39.90%	Not employed
17.90%	Part-time
12.10%	Student
0.50%	Refuse
47.5% Employed	

Household Income

30.40%	Less than \$14,000
11.80%	\$14,001 - \$18,000
5.80%	\$18,001 - \$21,000
4.60%	\$21,001 - \$24,000
5.10%	\$24,001 - \$28,000
3.80%	\$28,001 - \$32,000
3.60%	\$32,001 - \$36,000
20.80%	\$36,001 or more
14.30%	Don't know/refused

Alternative Transportation Availability

17.30%	Rarely have choices
21.50%	Some choices
17.50%	Choices half the time
16.30%	Choices most of time
24.10%	Always have choices
3.30%	Not sure

Primary Reason to Ride

36.80%	Work
16.10%	Recreational
12.90%	Shopping
16.50%	Medical
11.90%	School
5.80%	Others

Years Riding the Bus

53.50%	15 years or more
8.80%	10-14 years
9.40%	6-9 years
15.50%	3-5 years
12.40%	2 years or less
0.40%	Don't know

How Fare is Paid

41.10%	Pay cash
4.30%	Monthly pass
13.50%	Weekly pass
16.30%	Full fare tickets
10.50%	Half fare tickets
7.50%	U-PASS
3.90%	CVP
2.90%	Other

A. Social Agencies that Offer Employment Assistance

In order to determine the need in the community for a subsidized pass for low-income adult workers and student workers during the summer, MCTS conducted interviews with the following agencies:

1. YWCA, Maximus, UMOS and Ross Innovative Employment

MCTS met with YWCA which is one of four agencies in Milwaukee that are part of the state of Wisconsin's "Wisconsin Works" (W-2) program. The other agencies are Maximus, UMOS, and Ross Innovative Employment. These agencies are contracted and funded by the state to provide lower income clients with job search education programs, job interview guidance and job opportunities with potential employers. Through these programs, individuals receive public transportation assistance. In 2012, over \$2.2 million in transit fares were purchased by these agencies to provide transit services to their clients.

Wisconsin Works (W-2) Overview

W-2 is based on work participation and personal responsibility. The program provides employment preparation services, case management and cash assistance to eligible families.

Under W-2, there is no entitlement to assistance. The program is available to low-income parents with minor children who meet eligibility requirements and who are willing to work to their ability. Each W-2 eligible participant meets with a Financial and Employment Planner (FEP), who helps the individual develop an employability plan.

Transportation Component

Reliable, affordable and convenient transportation is critical to participant self-sufficiency and the overall success of W-2.

W-2 agencies, along with their Job Center partners, work with job seekers and employers to assist access to transportation reimburse for transportation costs; or provide transportation assistance for participants.

Client program eligibility is for 60 months as long as weekly job search requirements are met. All W-2 agencies are required to offer transportation assistance to program participants; clients can receive weekly bus pass or tickets to help with job search efforts.

YWCA purchases Commuter Value Certificates which are funded through the W-2 program. In turn, participants can purchase a weekly bus pass or tickets for unlimited bus transportation. This equates to nearly 1,000 certificates distributed each week.

The YWCA has roughly 5 staff persons to assist the 3,000 clients they assist with this W-2 program. Additionally they stated the need in the community for this program has remained relatively flat for the last few years.

2. YMCA, Workforce Program - Youth Skills for Success Program

Skills for Success program is roughly a four week summer program for high school age students primarily for females. Students meet at YWCA to learn job seeking skills such as creating a resume, writing cover letters and how to interview. However, job placement is not part of the program and it is limited to 10-20 students. The Skills for Success is a program that is funded by United Way. YWCA provides bus tickets for student transportation to attend the classes.

B. Other Transit System's Discounted Pass Programs

Researching other transit systems and their discount programs can assist us in evaluating our own needs. We contacted 20 transit systems (see Table B) and asked if they currently have a low income pass or a summer youth pass.

Reviewing the adult low income pass, only 25 percent had this type of program. The cost ranged from free to \$27.50 a month. Most agencies provide the discounted passes through other social service programs, instead of administering the passes themselves.

An example of one of these programs that is independent of a social service program is Madison Metro. They stated that the passes are distributed to a limited number on a first come, first serve basis at the beginning of the month. Individuals have to fill out an income form, but there is no verification process. Each month they turn away individuals and there is usually a line waiting for the passes each month.

We identified nine transit systems that offer a Summer Youth Pass. The cost ranged from \$10 to \$62 for a three month period. In the majority of the cases, the pass is distributed directly through the transit system.

VII.

VII. Implementation Components

To implement a new fare form, several items need to be reviewed including the following:

- **Implementation**
 - How would the passes be given to the public?
 - Who would decide who qualifies for the pass?
 - How would we verify a student's age, employment status or income?
 - How would we verify the person is employed or looking for a job?
 - How would we track if the person remains at the job or continues looking for a job?
 - What MCTS personnel needs are required?
 - Timeframe for the project
- **The Pass**
 - Physical components of the pass – material, designs and production- are very important to ensure that the pass cannot be duplicated and protection added to provide protection against fare fraud.
 - Any additional equipment needed
- **Overall Positives and Negatives**
 - How will this product affect other fare forms?
 - What risks are there?

A. Implementation

To ensure the program is administered fairly to citizens in need, the program would need to be quite extensive. We reviewed what would be needed to create and administer a new discounted pass program:

How would the passes be made available to the public? – It would seem the most secure and cost effective way would be if the individuals would purchase the pass at MCTS main administration building.

Who would qualify for the pass? – One solution would be to distribute the pass to lower-income working adults based on the poverty levels as defined by US Department of Labor. It would likely be necessary to create a system or method for verifying work status and income level, since many people would want a discounted fare.

Details of the program – To set up a successful program, various work items would need to be accomplished such as establish the program basics, personnel changes, any technical requirements to add a new fare form to our overall system, set policies, train employees, communicate to public, define a timeline, etc.

One way to eliminate all these complicated steps would be to collaborate with social service agencies that already assist this population.

B. The Pass

If the discounted passes are implemented after the new automated fare system is in place, it will be much easier to produce from several points of view. For the Adult Low Income Pass and for the Summer Youth Pass, the pass could be in the form of a Smart Card, it is much easier to manage. Since it is an electronic card, it can be monitored for activity, activated, credit added and many other components of use. This gives MCTS more control and easier to provide quality oversight and fight fare fraud and counterfeit passes.

However, if the discounted passes were to be implemented before the new fare system is up and operational, the new pass would require additional funds and efforts. Two drawbacks would be: two new fare forms that the operator would need to recognize in addition to many others, and the cost of this pass would be greater to ensure it cannot be duplicated.

C. Positives and Negatives

The purpose of creating a lower income subsidized pass would be to alleviate some financial burden of current customers while not putting additional burden on Milwaukee County. Reviewing the two new passes, we looked at how they would affect our current fare forms.

a) Low-Income Bus Pass

If we create a new low-income pass for working adults, it could put us in competition with other W-2 programs and our own CVP pass. This could result in receiving less overall revenue. This would have a financial impact on MCTS. This would need to be carefully reviewed before implementing a program so as not to cause a financial hardship on transit operations.

It appears there are at least three social service agencies which receive subsidized funds for transportation costs to assist these individuals. Roughly \$2.2 million in transit fares are purchased each year through these programs.

Additionally, to ensure that the program is offered fairly to the community, numerous resources would be required to make this program materialize. This would include additional employees required to handle the extra work load of verifying employment status and income levels.

b) Youth Summer Employment Pass

A summer youth pass for working teenagers is more preeminent amongst other transit systems. If MCTS could collaborate with a reputable and established work program, it may reduce costs of implementation.

VIII.

VIII. Review of a Sample Youth Summer Pass Program Initiative

To delve into how a summer youth pass program might operate, we created a model and explored the costs and resources to implement.

Basic Outline

1. Objective:

Create a partnership with businesses with the intent of creating a lower cost subsidized pass for low-income working youths who are employed and/or seeking employment.

2. Pilot Program Options:

Work with already established Summer Youth Work Program. Research would need to be done to find out which organizations assist youth in Milwaukee to find jobs for the summer. MCTS would partner with this organization by supplying the students with a summer bus pass. The bus pass would be paid for by sponsors who would receive numerous advertising benefits outlined below.

3. Specifics of Pilot Project:

For the first year, it is suggested that a Pilot Project test the viability of the program being self-sustaining.

Group: Provide pass for a limited 200 youth as a pilot project. Children ages range roughly between 14-17 that are looking for summer employment or already have a job.

Bus pass: Similar to a regular monthly pass, good on all regular bus service. It will be issued to teens from June 10 through August 31, 2013. A new pass would need to be designed. Or, to quicken the implementation process, monthly passes (current fare form) could be utilized.

4. Collaborative Businesses or Non-Profit Organization:

Key Component: Work with an area teen summer employment program which already has an established, reputable program to disseminate the summer bus passes. This is a key component to the entire program for numerous reasons:

- The organization will have the knowledge and experience in working with this group.
- They will also have the appropriate time required to manage since their program is already established.
- They can verify a group of lower-income working teens.
- Ability to monitor who will correctly use the card and needs the card.

Potential Organizations with Summer Youth Program: MIWA, YWCA or Boys & Girls Club

Business Sponsors:

- Potential business sponsors:
- Roundy's (Pick and Save)
- Lena's Market

- Local banks – Guaranty, Park State Bank
- Boston Store
- Time Warner Cable
- El Rey Mexican products
- Cousins Subs – corporate is local
- Dunkin Donuts
- YMCA or YWCA
- Milwaukee Public Schools
- All Universities – Alverno, Concordia, MIAD, UWM, Marquette, MSOE, MATC
- Burger King – local franchiser VJ Holding (minority owned)
- Milwaukee Journal Sentinel

Program Costs:

This program will require roughly \$45,900 to cover all the costs:

- Summer youth pass cost for 3 months - \$192 per student X 200 students equals \$38,400
- Cost for design and production of promotion materials estimate \$7,500 (this does not include newsletter, Rider Insider or ad shelter production. Those costs we would just absorb in other project costs)
- Note the personnel time needed to build and coordinate this program is not included. Additionally, the many hours to find business sponsors are also not included.

Option - MCTS could be a partner in this program and pay for the production and design of materials (\$7,500) which would lower the overall costs to \$38,400.

Advertising Package for Sponsors:

Costs to partners:

- 1 main sponsor at \$8,500
- 10 sponsors at \$3,000 each for a total of \$30,000
- MCTS sponsors materials at \$7,500 and personnel time and efforts

What Sponsors will receive:

Business will be mentioned on the following materials:

- Advertising space on 12 buses – two side King Ads and one Tale Ad
- Shelter Advertising space on 50 bus shelters – size 11 X 17
- At least one direct message to the more than 22,000 MCTS Rider Insider members
- Presence on MCTS website, RideMCTS.com, which 175,000 visit each month
- News releases to promote the campaign
- Customer newsletter, Bus Lines, distribution of 35,000
- As the Main Sponsor's logo would appear on an MCTS pass, and whenever their logo is used it will be placed in a larger format and best positioning.

IX.

IX. Financial Impact Predictions

Before moving forward with either of these two new discounted passes, many questions need to be answered. When a discounted fare is introduced, it will have a direct impact in lowering your overall revenues. Specifics as to how many individuals will be impacted needs to be defined before the direct correlation is determined.

Another component is if social agencies are receiving funds from another source to purchase bus fares. We should avoid competing with other established programs that provide some level of subsidized bus fare. As stated earlier, the three top social agencies provide more than \$2 million in funds to the transit system.

Lastly, we should avoid creating programs that compete with our current fare structure. CVP program brings in \$2.5 million in revenue. We need to make sure a new pass would not adversely affect this successful program. If it is set up as a competitor, we could lose additional funds.

X. Recommendation

After reviewing all of this information, MCTS recommends the following:

- 1) In lieu of creating a subsidized discount pass program for low-income workers, continue to offer the Commuter Value Program to Milwaukee County businesses. Work to encourage other businesses to participate in the program by providing an affordable fringe transportation benefit for their employees.
- 2) For the Summer Youth Pass Program, explore how MCTS can partner with existing summer youth employment programs to provide a reduced summer youth pass. Consider a pilot program to commence in the summer of 2014. Review the impact after the first year and decide whether to continue and expand the program.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: December 3, 2012

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Michael Mayo Sr., Chairperson, Transportation, Public Works & Transit Committee

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **AMENDMENT TO AIRPORT LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND RITE-HITE HOLDING CORPORATION FOR THE EXTENSION OF LEASE FOR AN ADDITIONAL FIVE (5) YEAR TERM**

POLICY

County Board approval is required for the extension of lease agreements beyond one year at General Mitchell International Airport (GMIA).

BACKGROUND

On February 29, 2012, the Milwaukee County Board of Supervisors approved the sale of a hangar from Marshall & Ilsley Corporation to Rite-Hite Holding Corporation and agreed to enter into a new lease agreement between the County and Rite-Hite Holding Corporation for the lease of approximately 21,500 square feet of land at GMIA on which to operate and maintain an aircraft hangar. The agreement was for an initial term commencing upon the date of sale and ending November 31, 2013, provided, however, that the Lessee had the right to renew the Agreement for one (1) additional option term of five (5) years upon the same terms and conditions. Rite-Hite Holding Corporation is now requesting that the County agree to amend the new lease agreement between the County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

RECOMMENDATION

Airport staff recommends that the County approve an amendment to the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

FISCAL NOTE

There will be no fiscal impact with the approval of an additional term of five (5) years. Rite-Hite Holding Corp. will continue to submit appropriate rents in accordance with the lease agreement.

Prepared by: Steven A. Wright, A.A.E. - Airport Properties Manager

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

(ITEM) From the Interim Director, Department of Transportation, recommending that Milwaukee County approve the amendment of the airport lease agreement between Milwaukee County and Rite-Hite Holding Corporation for the extension of the lease for an additional five (5) year option term by recommending adoption of the following:

A RESOLUTION

WHEREAS, on February 29, 2012, the Milwaukee County Board of Supervisors approved the sale of a hangar from Marshall & Ilsley Corporation to Rite-Hite Holding Corporation and agreed to enter into a new lease agreement between Milwaukee County and Rite-Hite Holding Corporation for the lease of approximately 21,500 square feet of land at General Mitchell International Airport (GMIA) on which to operate and maintain an aircraft hangar; and

WHEREAS, the agreement was for an initial term commencing upon the date of sale and ending November 31, 2013, provided, however, that Lessee had the right to renew the Agreement for one (1) additional option term of five (5) years upon the same terms and conditions; and

WHEREAS, Rite-Hite Holding Corporation is now requesting that Milwaukee County agree to amend the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on January 23, 2013, recommended approval (vote _____) that Milwaukee County amend the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018, now, therefore,

BE IT RESOLVED, that the Interim Director, Department of Transportation and the County Clerk are hereby authorized and directed to execute an amendment to the new lease agreement between Milwaukee County and Rite-Hite Holding Corporation to include an additional option term of five (5) years upon the same terms and conditions effective December 1, 2018.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: December 3, 2012

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: AMENDMENT TO AIRPORT LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND RITE-HITE HOLDING CORPORATION FOR THE EXTENSION OF LEASE FOR AN ADDITIONAL FIVE (5) YEAR TERM

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact

<input type="checkbox"/> Existing Staff Time Required

<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)

<input type="checkbox"/> Absorbed Within Agency's Budget

<input type="checkbox"/> Not Absorbed Within Agency's Budget

<input type="checkbox"/> Decrease Operating Expenditures

<input type="checkbox"/> Increase Operating Revenues

<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures

<input type="checkbox"/> Decrease Capital Expenditures

<input type="checkbox"/> Increase Capital Revenues

<input type="checkbox"/> Decrease Capital Revenues

<input type="checkbox"/> Use of Contingent Funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

There will be no fiscal impact with the approval of an additional option term of five (5) years. Rite-Hite Holding Corporation will continue to submit the appropriate rents in accordance with the lease agreement.

Department/Prepared by: Steven Wright, A.A.E. – Airport Properties Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No
Reviewed by:

H:\Private\Clerk Typist\Aa01\TPW&T 13\01 - Jan 13\FISCAL NOTE - Rite-Hite Amendment 1.docx

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: February 11, 2013

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: **NEW LAND LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
DIAMOND AVIATION, LLC.**

POLICY

County Board approval is required for Milwaukee County to enter into new long-term lease agreements with tenants at General Mitchell International Airport (GMIA).

BACKGROUND

On July 24, 1990, Milwaukee County entered into Airport Agreement No. HP-1030 with Arthur Dietrich III for the lease of land on which to construct an aircraft hangar at GMIA. The initial term of the agreement was for five (5) years beginning July 1, 1990, and ending June 30, 1995, with the option to renew the agreement for three (3) additional five (5) year terms.

HP-1030 was then assigned to Diamond Aviation, LLC (Diamond Aviation) effective May 12, 1999. Diamond Aviation subsequently exercised the remaining five-year renewal options of the agreement, and the agreement lapsed on June 30, 2010, but continued on a year-to-year basis (including annual land rental rate increases) until such time as Risk Management issued a new policy regarding required insurance coverage for hangar land leases.

Risk Management has provided airport staff with its updated insurance requirements for hangar land leases and a new hangar land lease template has been prepared.

Therefore, Diamond Aviation is now requesting that the 3,900 square feet of land leased under HP-1030 be included in a new lease commencing April 1, 2013, and ending March 31, 2018, with the option to renew the agreement for one (1) additional five (5) year term.

RECOMMENDATIONS

1. Airport staff recommends that Milwaukee County enter into a new lease with Diamond Aviation, LLC, for the 3,900 square feet of land previously leased under Airport Agreement No. HP-1030, under the standard terms and conditions as other hangar plot agreements at General Mitchell International Airport, inclusive of the following:
 - a. The term of the agreement shall be for five (5) years, effective April 1, 2013, with the option to renew the agreement for one (1) additional five (5) year term.
 - b. Rental for the 3,900 square feet of land on which the hangar is located shall be at \$0.3243 per square foot per annum, subject to adjustment each July 1 based upon the Consumer Price Index (All Urban Consumers) for the Milwaukee area, which is

computed by comparing the then-current January index with the index of the preceding January.

- c. The agreement shall contain the current standard insurance and environmental language for similar hangar land lease agreements.

FISCAL NOTE

Airport land lease revenue will be \$1,264.77 per year.

Prepared by: Steven Wright, A.A.E., Airport Properties Manager

Approved by:

Brian Dranzik, Interim Director
Department of Transportation

C. Barry Bateman
Airport Director

H:\Private\Clerk Typist\Aa01\TPW&T 13\03 - Mar 13\REPORT - Diamond Aviation Lease Agrmt.docx

File No.
Journal

(ITEM) From the Director, Department of Transportation requesting that Milwaukee County enter into a new agreement with Diamond Aviation, LLC for the lease of land on which to maintain a hangar facility at General Mitchell International Airport by recommending adoption of the following.

RESOLUTION

WHEREAS, on July 24, 1990, Milwaukee County entered into Airport Agreement No. HP-1030 with Arthur Dietrich III (later assigned to Diamond Aviation) for the lease of land on which to construct an aircraft hangar at GMIA; and

WHEREAS, the initial term of the agreement was for five (5) years beginning July 1, 1990, and ending June 30, 1995, with the option to renew the agreement for three (3) additional five (5) year terms; and

WHEREAS, the agreement lapsed on June 30, 2010, but continued on a year-to-year basis until such time as Risk Management issued a new policy regarding required insurance coverage for such a lease; and

WHEREAS, Diamond Aviation is now requesting that the 3,900 square feet of land leased under HP-1030 be included in a new lease commencing April 1, 2013, and ending March 31, 2018, with the option to renew the agreement for one (1) additional five (5) year term; and

WHEREAS, Airport staff recommended that Milwaukee County enter into a new lease agreement with Diamond Aviation for the lease of approximately 3,900 square feet of land at GMIA, under the standard terms and conditions for a private hangar of similar class and size; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on March 3, 2013, recommended approval (vote ____ - ____) that the Director of Transportation and the County Clerk to enter into a new agreement between Milwaukee County and Diamond Aviation, LLC for the lease of approximately 3,900 square feet of land on which to maintain a hangar facility at General Mitchell International Airport; now therefore,

BE IT RESOLVED that the Director, Department of Transportation and the County Clerk are hereby authorized to enter into a new agreement between Milwaukee County and Diamond Aviation, LLC for the lease of land on which to maintain their hangar facility at General Mitchell International Airport.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 2/11/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: NEW LAND LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
DIAMOND AVIATION, LLC

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input checked="" type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input checked="" type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	1,264	0
	Revenue	1,264	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Airport land lease revenue will be \$1,264.77 per year

Department/Prepared By _____

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☐ No

Did CBDP Review?² ☐ Yes ☐ No ☐ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: March 4, 2013

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **AMENDMENT TO THE MASTER AIRLINE-AIRPORT USE AND LEASE AGREEMENT TO INCLUDE LIQUOR LIABILITY INSURANCE**

POLICY

Amendment to airline leases at General Mitchell International Airport requires approval by the Milwaukee County Board of Supervisors.

BACKGROUND

Wisconsin Statutes Section 125.51(5)(b) authorizes the issuance of a Class B Intoxicating Liquor Permit to concessionaires conducting business in airports, if the County which owns the airport applies to the State for the permit by resolution of the airport governing body.

On December 16, 2010 (File No. 10-402) the County Board adopted a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. Delta Sky Club, Inc. is a wholly-owned subsidiary of Delta Air Lines, Inc. At that time Delta Sky Club, Inc. was operating one facility on Concourse E in which intoxicating beverages were to be sold. Delta Sky Club, Inc. is now relocating its Sky Club to Concourse D.

Delta Sky Club, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for an airline club it proposes to operate on Concourse D at GMIA.

Airport staff recommended at the March 2013 meeting that The County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for the operation of an airline club on Concourse D at GMIA.

After the formal recommendation, the Milwaukee County Risk Manager requested that airlines operating club facilities maintain liquor liability insurance in the amount of \$1,000,000.00 per occurrence. This is a new requirement and it is therefore, necessary to amend the Airline-Airport Use and Lease Agreement for those airlines that operate an airline club at GMIA. Delta Air Lines, Inc. is the only airline currently proposing to operate an airline club through Delta Sky Club, Inc.

RECOMMENDATIONS

Airport staff recommends that Milwaukee County amend the insurance schedule contained in Section 1002 (A) of the Airline-Airport Use and Lease Agreement to include a requirement for Liquor Liability Insurance in the amount of \$1,000,000 per occurrence to wit:

<u>TYPE OF INSURANCE</u>	<u>LIMITS OF LIABILITY</u>
Comprehensive Airline Liability Insurance, including Premises Liability and Aircraft Liability, in respect of all aircraft owned, used, operated or maintained by Named Insured	\$100,000,000 each accident
Commercial General Liability insurance to include coverage for the following:	
• General Aggregate	\$10,000,000 per occurrence; \$25,000,000 general aggregate or its equivalent in Umbrella or Excess Liability coverage.
(A) Premise/Operations	\$10,000,000
(B) Pollution Liability*	\$5,000,000/occurrence/annual aggregate \$500,000/self-insurance retention
(C) Products/Completed Operations	\$10,000,000
(D) Contractual Liability	\$10,000,000
(E) Explosion, Collapse. Underground	\$10,000,000
(F) Fire legal liability	\$50,000
(G) Liquor Liability	\$1,000,000 per occurrence

Supv. Marina Dimitrijevic
Supv. Michael Mayo, Sr.
March 4, 2013
Page 3

- | | |
|--|---|
| • Business Automobile Liability (airside and landside) | Combined Single Limit for Bodily Injury and Property Damage of \$5,000,000 |
| • Scheduled Autos | |
| • Owned/Leased Automobiles | |
| • Non-owned Automobiles | |
| • Hired Automobiles | |
| • Worker's Compensation | Statutory |
| • Employer's Liability | \$1,000,000/\$1,000,000/\$1,000,000 |
| • Property Insurance | Value of Airline Property on premises, to include improvements and betterments. |

FISCAL NOTE

Permit fees will be paid by Delta Sky Club, Inc. There is no fiscal impact resulting from this action.

Prepared by: Steven A. Wright, A.A.E. - Airport Properties Manager

Approved by:

C. Barry Bateman
Airport Director

Brian Dranzik, Director
Department of Transportation

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(Item) From the Director, Department of Transportation, requesting authorization to amend the insurance schedule contained in Section 1002 (A) of the Airline-Airport Use and Lease Agreement to include a requirement for Liquor Liability Insurance in the amount of \$1,000,000 per occurrence by recommending adoption of the following:

RESOLUTION

WHEREAS, Wisconsin Statutes Section 125.51(5)(b) authorizes the issuance of a Class B Intoxicating Liquor Permit to concessionaires conducting business in airports, if the County which owns the airport applies to the State for the permit by resolution of the airport governing body; and

WHEREAS, On December 16, 2010 (File No. 10-402) the County Board adopted a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. Delta Sky Club, Inc. is a wholly-owned subsidiary of Delta Air Lines, Inc. At that time Delta Sky Club, Inc. was operating one facility on Concourse E in which intoxicating beverages were to be sold. Delta Sky Club, Inc. is now relocating its Sky Club to Concourse D; and

WHEREAS, Delta Sky Club, Inc., requests that the County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for an airline club it proposes to operate on Concourse D at GMIA; and

WHEREAS, Airport staff recommended at the March 2013 meeting that The County Board adopt a resolution authorizing the County Board Chairman and the County Clerk to apply to the Secretary of Revenue, State of Wisconsin, for a Class B Intoxicating Liquor Permit on behalf of Delta Sky Club, Inc. for the operation of an airline club on Concourse D at GMIA; and

WHEREAS, After the formal recommendation, the Milwaukee County Risk Manager requested that airlines operating club facilities maintain liquor liability insurance in the amount of \$1,000,000.00 per occurrence. This is a new requirement and it is therefore, necessary to amend the Airline-Airport Use and Lease Agreement for those airlines that operate an airline club at GMIA. Delta Air Lines, Inc. is the only airline currently proposing to operate an airline club through Delta Sky Club, Inc.; and

WHEREAS, Airport staff recommends that Milwaukee County amend the

insurance schedule contained in Section 1002 (A) of the Airline-Airport Use and Lease Agreement to include a requirement for Liquor Liability Insurance in the amount of \$1,000,000 per occurrence to wit:

<u>TYPE OF INSURANCE</u>	<u>LIMITS OF LIABILITY</u>
Comprehensive Airline Liability Insurance, including Premises Liability and Aircraft Liability, in respect of all aircraft owned, used, operated or maintained by Named Insured	\$100,000,000 each accident
Commercial General Liability insurance to include coverage for the following:	
• General Aggregate	\$10,000,000 per occurrence; \$25,000,000 general aggregate or its equivalent in Umbrella or Excess Liability coverage.
(A) Premise/Operations	\$10,000,000
(B) Pollution Liability*	\$5,000,000/occurrence/annual aggregate \$500,000/self-insurance retention
(C) Products/Completed Operations	\$10,000,000
(D) Contractual Liability	\$10,000,000
(E) Explosion, Collapse. Underground	\$10,000,000
(F) Fire legal liability	\$50,000
(G)Liquor Liability	\$1,000,000 per occurrence
• Business Automobile Liability (airside and landside)	Combined Single Limit for Bodily Injury and Property Damage of \$5,000,000
• Scheduled Autos	
• Owned/Leased Automobiles	
• Non-owned Automobiles	

- Hired Automobiles
- Worker's Compensation Statutory
- Employer's Liability \$1,000,000/\$1,000,000/\$1,000,000
- Property Insurance Value of Airline Property on premises, to include improvements and betterments.

;and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on April 9, 2013, recommended approval (vote _____) that Milwaukee County amend the insurance schedule contained in Section 1002 (A) of the Airline-Airport Use and Lease Agreement to include a requirement for Liquor Liability Insurance in the amount of \$1,000,000 per occurrence to wit:

<u>TYPE OF INSURANCE</u>	<u>LIMITS OF LIABILITY</u>
Comprehensive Airline Liability Insurance, including Premises Liability and Aircraft Liability, in respect of all aircraft owned, used, operated or maintained by Named Insured	\$100,000,000 each accident
Commercial General Liability insurance to include coverage for the following:	
• General Aggregate	\$10,000,000 per occurrence; \$25,000,000 general aggregate or its equivalent in Umbrella or Excess Liability coverage.
(H) Premise/Operations	\$10,000,000
(I) Pollution Liability*	\$5,000,000/occurrence/annual aggregate \$500,000/self-insurance retention
(J) Products/Completed Operations	\$10,000,000
(K) Contractual Liability	\$10,000,000

(L) Explosion, Collapse. Underground	\$10,000,000
(M) Fire legal liability	\$50,000
(N)Liquor Liability	\$1,000,000 per occurrence
• Business Automobile Liability (airside and landside)	Combined Single Limit for Bodily Injury and Property Damage of \$5,000,000
• Scheduled Autos	
• Owned/Leased Automobiles	
• Non-owned Automobiles	
• Hired Automobiles	
• Worker's Compensation	Statutory
• Employer's Liability	\$1,000,000/\$1,000,000/\$1,000,000
• Property Insurance	Value of Airline Property on premises, to include improvements and betterments.

; now, therefore,

BE IT RESOLVED, that the Director, Department of Transportation, and the County Clerk are hereby authorized and directed to amend the insurance schedule contained in Section 1002 (A) of the Airline-Airport Use and Lease Agreement to include a requirement for Liquor Liability Insurance in the amount of \$1,000,000 per occurrence to wit:

<u>TYPE OF INSURANCE</u>	<u>LIMITS OF LIABILITY</u>
Comprehensive Airline Liability Insurance, including Premises Liability and Aircraft Liability, in respect of all aircraft owned, used, operated or maintained by Named Insured	\$100,000,000 each accident
Commercial General Liability insurance to include coverage for the following:	
• General Aggregate	\$10,000,000 per occurrence; \$25,000,000 general aggregate or its equivalent in Umbrella or Excess Liability coverage.

(O)	Premise/Operations	\$10,000,000
(P)	Pollution Liability*	\$5,000,000/occurrence/annual aggregate \$500,000/self-insurance retention
(Q)	Products/Completed Operations	\$10,000,000
(R)	Contractual Liability	\$10,000,000
(S)	Explosion, Collapse. Underground	\$10,000,000
(T)	Fire legal liability	\$50,000
(U)	Liquor Liability	\$1,000,000 per occurrence
•	Business Automobile Liability (airside and landside)	Combined Single Limit for Bodily Injury and Property Damage of \$5,000,000
•	Scheduled Autos	
•	Owned/Leased Automobiles	
•	Non-owned Automobiles	
•	Hired Automobiles	
•	Worker's Compensation	Statutory
•	Employer's Liability	\$1,000,000/\$1,000,000/\$1,000,000
•	Property Insurance	Value of Airline Property on premises, to include improvements and betterments.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/4/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: AMENDMENT TO THE MASTER AIRLINE-AIRPORT USE AND LEASE AGREEMENT TO INCLUDE LIQUOR LIABILITY INSURANCE

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Permit fees will be paid by Delta Sky Club, Inc. There is no fiscal impact resulting from this action.

Department/Prepared By Steven A. Wright, A.A.E. - Airport Properties Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: March 12, 2013

TO: Supervisor Marina Dimitrijevic, Chairperson, County Board
Supervisor Michael Mayo, Sr., Chairperson, TPW&T Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **CAR RENTAL CONCESSION BIDS – OFFICIAL NOTICE NO. 6756**

POLICY

County Board approval is required to enter into agreements for the operation of Car Rental Concessions and related space rentals at General Mitchell International Airport (GMIA).

BACKGROUND

Bids were solicited for the operation of seven (7) car rental concessions at GMIA under Official Notice No. 6756. Bid specifications require that the successful bidder pay to the County the greater of ten percent (10%) of annual gross receipts, or a minimum guarantee of not less than \$200,000 a year.

Six (6) bids were received under Official Notice No. 6756. The bid package also included the following space rental rates as additional charges to the successful bidder:

1. Ticket counter rental at \$35.00 per square foot per year as of July 1, 2013 for the term of the agreement.
2. Car "ready and return" space rental of \$6.60 per square foot per year, subject to an annual adjustment of two percent (2%) per year beginning July 1, 2014.

The Community Business Development Partners office reviewed the six (6) bids. The Request for Bids and the Agreement to be entered into between Milwaukee County and the car rental companies contain a 0% goal for Disadvantaged Business Enterprise (DBE) participation. There is limited opportunity for DBE participation in car rental concessions, since the largest business expenses are automobile purchases and labor costs. Each bidder was required to provide a good faith effort plan that identified anticipated DBE participation based on the car rental company's past experience and future efforts in obtaining DBE's that are certified by Milwaukee County. Each company set its own DBE participation goal that ranged from 0 % to 1 % of gross revenues, and will be submitting DBE participation reports throughout the five year agreement. During the last five year agreement period, DBE participation in car rental concessions has been less than 1% of gross revenues per year.

RECOMMENDATIONS

Airport staff recommends that Milwaukee County accept the six (6) following bids submitted under Official Notice No. 6756 and enter into agreements that would include the following terms

and conditions contained in the Official Notice bid package:

1. The agreements will be for a term of five (5) years, effective July 1, 2013 through June 30, 2018.
2. Each car rental concessionaire will pay a sum equal to ten percent (10%) of gross receipts or a first year minimum annual guarantee of:

<u>Name</u>	<u>Minimum Guarantee</u>
Avis Budget Car Rental, LLC	\$ 2,749,000
The Hertz Corporation	\$ 1,595,900
Enterprise Rent-A-Car Company, of Wisconsin, LLC	\$ 1,253,547
Midwest Car Corporation (Alamo/National)	\$ 954,174
DTG Operations, Inc., d/b/a Dollar Rent A Car and Thrifty Car Rental	\$ 510,000
Simply Wheelz, LLC d/b/a Advantage Rent a Car	\$ 225,000

3. In years 2-5 of the Agreement, the Minimum Guarantee will be adjusted annually to a sum of money equal to 85% of the total percentage fees payable for the previous 12-month period but will not be less than the first-year Minimum Guarantee.
4. Ticket counter rental at \$35.00 per square foot per year as of July 1, 2013 for the term of the agreement.
5. Car "ready and return" space rental of \$6.60 per square foot per year, subject to an annual adjustment of two percent (2%) per year beginning July 1, 2014.

FISCAL NOTE

Revenue to the Airport will be a minimum of \$9,140,886 each year of the five (5) contract years of the agreements.

Prepared by: Kathy Nelson, Airport Properties Manager

Supervisor Dimitrijevic
Supervisor Mayo, Sr.
March 12, 2013
Page 2

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

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File No.
Journal

(ITEM) From the Director, Department of Transportation, requesting that Milwaukee County enter into agreements with six (6) car rental companies at General Mitchell International Airport (GMIA) by recommending adoption of the following:

RESOLUTION

WHEREAS, bids were solicited for the operation of six (6) car rental concessions at GMIA under Official Notice No. 6756 for the period July 1, 2013 through June 30, 2018; and

WHEREAS, six (6) bids were received for the operation of the car rental concessions under Official Notice No. 6756 as follows:

<u>Bidder</u>	<u>10% of the total Annual Gross Receipts or Minimum Annual Guarantee Bid Whichever is Higher</u>
Avis Budget Car Rental, LLC 6 Sylvan Way Parsippany, NJ 07054	\$ 2,749,000
The Hertz Corporation 225 Brae Boulevard Park Ridge, NJ 07656	\$ 1,595,900
Enterprise Rent-A-Car Company, LLC A Wisconsin Corporation S17 W22650 Lincoln Ave. Waukesha, WI 53187	\$ 1,253,547
Midwest Car Corporation d/b/a Alamo and National 1450 Delanglade St. P. O. Box 560 Kaukauna, WI 54130	\$ 954,174
DTG Operations, Inc. d/b/a Dollar Rent A Car and Thrifty Car Rental 5330 E. 31st Street Tulsa, OK 74135	\$ 510,000

46 Simply Wheelz, LLC \$ 225,000
47 dba Advantage Rent A Car
48 125 W. 55th Street
49 New York, NY 10019
50

51 WHEREAS, the Transportation, Public Works and Transit Committee, at its
52 meeting of April 9, 2013, recommended approval (vote) for Milwaukee County to
53 accept the six (6) bids and enter into agreements with the six (6) bidders; now,
54 therefore,
55

56 BE IT RESOLVED, that the Director, Department of Transportation, and the
57 County Clerk are hereby authorized to execute an agreement between Milwaukee
58 County and each of the six (6) bidders for the operation of a car rental concession at
59 General Mitchell International Airport under the terms and conditions as contained in the
60 Official Notice No. 6756, inclusive of the following:
61

- 62 1. The agreements will be for a term of five (5) years, effective July 1, 2013 through
63 June 30, 2018.
64
65 2. For the first year of the Agreement, each car rental concessionaire will pay a sum
66 equal to ten percent (10%) of gross receipts or a minimum annual guarantee of:
67

68 <u>Name</u>	69 <u>Minimum Annual Guarantee</u>
70 Avis Budget Car Rental, LLC	71 \$ 2,749,000
72 The Hertz Corporation	73 \$ 1,595,900
74 Enterprise Rent-A-Car Company, of 75 Wisconsin, LLC	76 \$ 1,253,547
77 Midwest Car Corporation (Alamo/National)	78 \$ 954,174
79 DTG Operations, Inc., d/b/a Dollar Rent A Car 80 and Thrifty Car Rental	81 \$ 510,000
82 Simply Wheelz, LLC d/b/a Advantage 83 Rent a Car	84 \$ 225,000

- 85 3. In years 2-5 of the agreement the Minimum Guarantee will be adjusted annually to
86 a sum of money equal to 85% of the total percentage fees payable for the previous
87 12 month period but will not be less than the first year Minimum Guarantee.
88
89 4. Ticket counter rental at \$35.00 per square foot per year as of July 1, 2013 for the
90 term of the agreement.

91

92 5. Car "ready and return" space rental of \$6.60 per square foot per year, subject to an
93 annual adjustment of two percent (2%) per year beginning July 1, 2014.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/12/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: CAR RENTAL CONCESSION BIDS – OFFICIAL NOTICE NO. 6756

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	4,570,443	9,180,886
	Revenue	4,570,443	9,180,886
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

These car rental concession bids guarantee a minimum annual revenue of \$9,140,886.

Department/Prepared By Kathy Nelson, Airport Properties Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☒ Yes ☐ No ☐ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 14, 2013

TO: Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
CROSSFIT FIRE BREATHERS, LLC**

POLICY

County Board approval is required for Milwaukee County to enter into a building lease agreement with CrossFit Fire Breathers, LLC for a former storage building at Milwaukee County's MKE Regional Business Park at General Mitchell International Airport (GMIA).

BACKGROUND

The owner of CrossFit Fire Breathers, LLC is Dillon Briesmeister.

Building 206 is located at 450 E. Alvina Avenue. The approximately 3,020 square foot building area is a former open space storage facility. Mr. Briesmeister intends to use the building for the cross fit gym, CrossFit Fire Breathers, LLC. Cross fit gyms are constantly varied, high intensity, functional movement exercise programs with the goal of improving fitness for everyday life activities. The all out physical exertion during these workouts, that typically last from 5-20 minutes, have proven over time to dramatically improve people's overall cardiovascular system. The constantly varied movements during the workouts include bodyweight exercises and/or the use of equipment in exercises such as sprinting, rowing, jumping rope, climbing rope, flipping tires, weightlifting, barbells, dumbbells, gymnastics rings, pull-up bars, kettle bells, medicine balls and boxes for box jumps. These will be hour-long classes which will include a personal trainer at all times to assist the athletes/members.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into a lease agreement with CrossFit Breathers, LLC, effective May 1, 2013, for the lease of approximately 3,020 square feet of space at Milwaukee County's MKE Regional Business Park, under standard terms and conditions for County-owned land and building space, inclusive of the following:

1. The term of the triple net lease agreement shall be for three (3) years, effective May 1, 2013, and ending April 30, 2016, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment, or any other material identified will be inventoried in the building and made available to CrossFit Fire Breathers, LLC at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 3,020 square feet of space in the building will be established at: \$3.00/sq. ft. for an approximate total of \$9,060.00 for the first year of the lease. This rental

rate was developed by an appraisal. An option to extend the lease term for an additional two years shall be at the fair market value lease rate, to be reappraised for the option period.

4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement, CrossFit Fire Breathers, LLC will be responsible for the cost of insurance, utilities and common area maintenance charges.

FISCAL NOTE

Rental revenues will be approximately \$9,060.00 for the first year of the agreement.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

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(ITEM) From the Director, of Department of Transportation, requesting that Milwaukee County enter into a building lease agreement with CrossFit Fire Breathers, LLC at Milwaukee County's MKE Regional Business Park at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, CrossFit Fire Breathers, LLC wants to enter into a building Lease Agreement with Milwaukee County for a former storage building at Milwaukee County's MKE Regional Business Part at General Mitchell International Airport (GMIA); and

WHEREAS, CrossFit Fire Breathers, LLC intends to use the approximately 3,020 square foot area for a cross fit gym; now, therefore

BE IT RESOLVED, that the Director, of Department of Transportation, and the Airport Director are hereby authorized to enter into a lease agreement with CrossFit Fire Breathers, LLC, effective May 1, 2013, for the lease of: approximately 3,020 square feet of space (450 East Alvina Avenue) at Milwaukee County's MKE Regional Business Park, under the following terms and conditions:

1. The term of the triple net lease agreement shall be for three (3) years, effective May 1, 2013, and ending April 30, 2016, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment, or any other material identified will be inventoried in the building and made available to CrossFit Fire Breathers, LLC at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 3,020 square feet of space in the building will be established at: \$3.00/sq. ft. for an approximate total of \$9,060.00 for the first year of the lease. This rental rate was developed by an appraisal. An option to extend the lease term for an additional two years shall be at the fair market value lease rate, to be reappraised for the option period.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement, CrossFit Fire Breathers, LLC will be responsible for the cost of insurance, utilities and common area maintenance charges.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: March 14, 2013

Original Fiscal Note ☒

Substitute Fiscal Note ☐

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
CROSSFIT FIRE BREATHERS, LLC**

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of Contingent Funds |
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Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$9,060.00	\$9,060.00
	Revenue	\$9,060.00	\$9,060.00
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

The airport will receive total rental revenues of \$9,060.00 for the first year of the agreement.

Department/Prepared by: Ted J. Torcivia, Airport Business Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

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¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.



EXHIBIT "A"









**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 14, 2013

TO: Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
CUSTOM LIMOUSINE SERVICES, INC.**

POLICY

County Board approval is required for Milwaukee County to enter into a building lease agreement with Custom Limousine Services, Inc. for a storage building at Milwaukee County's MKE Regional Business Park at General Mitchell International Airport (GMIA).

BACKGROUND

Custom Limousine Services, Inc. is a locally owned agency that has been in business since 1985. They provide limousine and mini coach service upon request and also maintain an "on demand" account with: Delta Airlines; United Airlines; American Eagle Airlines; Frontier Airlines; and, Air Tran Airlines. The Board has previously approved of a lease of an office building and parking area for their limousines and buses.

Custom Limousine Services, Inc. now wishes to lease a building for the storage of classic vehicles. Building 225, located at 6154 S. Griffin Avenue, is approximately 2,230 square feet and is an unheated storage facility and an open garage type space.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into a lease agreement with Custom Limousine Services, Inc., effective May 1, 2013, for the lease of approximately 2,230 square feet for vehicle storage space at Milwaukee County's MKE Regional Business Park, under standard terms and conditions for County-owned land and building space, inclusive of the following:

1. The term of the triple net lease agreement shall be for three (3) years, effective May 1, 2013, and ending April 30, 2016, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment, or any other material identified will be inventoried in the building and made available to Custom Limousine Services at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 2,230 square feet of space in the building will be established at: \$1.65/sq. ft. for an approximate total of \$3,679.50 for the first year of the lease. This rental rate was developed by an appraisal. An option to extend the lease term for an additional two years shall be at the fair market value lease rate, to be reappraised for the option period.
4. The lease agreement shall contain the current standard insurance and environmental language

for similar agreements. Under these terms of this triple net lease agreement Custom Limousine Services, Inc. will be responsible for the cost of insurance, utilities and common area maintenance charges.

FISCAL NOTE

Rental revenues will be approximately \$3,679.50 for the first year of the agreement.

Prepared by: Ted J. Torcivia, Airport Business Manager

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

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(ITEM) From the Director, of Department of Transportation, requesting that Milwaukee County enter into a building lease agreement with Custom Limousine Services, Inc. at Milwaukee County's MKE Regional Business Park at General Mitchell International Airport (GMIA) by recommending adoption of the following.

RESOLUTION

WHEREAS, Custom Limousine Services, Inc. is a locally owned agency that has been in business since 1985. They provide limousine and mini coach service upon request and also maintain an "on demand" account with: Delta Airlines; United Airlines; American Eagle Airlines; Frontier Airlines; and, Air Tran Airlines; and

WHEREAS, the Board has previously approved of a lease of an office building and parking area for their limousines and buses; and

WHEREAS, Custom Limousine Service, Inc. now wishes to lease a building for the storage of classic vehicles; this building is approximately 2,230 square feet and is an unheated storage facility and an open garage type space; now, therefore

BE IT RESOLVED, that the Director, of Department of Transportation, and the Airport Director are hereby authorized to enter into a lease agreement with Custom Limousine Services, Inc., effective May 1, 2013, for the lease of: approximately 2,230 square feet of storage space (6154 South Griffin Avenue) at Milwaukee County's MKE Regional Business Park, under the following terms and conditions:

1. The term of the triple net lease agreement shall be for three (3) years, effective May 1, 2013, and ending April 30, 2016, with one (1) two-year mutual renewal option.
2. Any furniture, office equipment or any other material identified will be inventoried in the storage building and made available to Custom Limousine Services, Inc. at no charge, to be returned at the conclusion of the lease.
3. Rental for the approximately 2,230 square feet of space in the building will be established at \$1.65/sq. ft. for a total of \$3,679.50 for the first year of the lease. An option to extend the lease term for an additional two years shall be at the fair market value lease rate, to be reappraised for the option period.
4. The lease agreement shall contain the current standard insurance and environmental language for similar agreements. Under these terms of this triple net lease agreement Custom Limousine Services, Inc. will be responsible for the cost of insurance, utilities and common area maintenance charges.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: March 14, 2013

Original Fiscal Note ☒

Substitute Fiscal Note ☐

**SUBJECT: BUILDING LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND
CUSTOM AND BEVERLY HILLS LIMOUSINE SERVICE**

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact
<input type="checkbox"/> Existing Staff Time Required
<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)
<input type="checkbox"/> Absorbed Within Agency's Budget
<input type="checkbox"/> Not Absorbed Within Agency's Budget
<input type="checkbox"/> Decrease Operating Expenditures
<input type="checkbox"/> Increase Operating Revenues
<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures
<input type="checkbox"/> Decrease Capital Expenditures
<input type="checkbox"/> Increase Capital Revenues
<input type="checkbox"/> Decrease Capital Revenues
<input type="checkbox"/> Use of Contingent Funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$3,679.50	\$3,679.50
	Revenue	\$3,679.50	\$3,679.50
	Net Cost	0	0
Capital Improvement Budget	Expenditure	0	0
	Revenue	0	0
	Net Cost	0	0

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

The airport will receive total rental revenues of \$3,679.50 for the first year of the agreement.

Department/Prepared by: Ted J. Torcivia, Airport Business Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

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¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.



EXHIBIT "A"









**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 1, 2013

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **HANGAR LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND ARNOLD M. GUIDA**

POLICY

County Board approval is required for Milwaukee County to enter into long-term lease agreements with tenants at General Mitchell International Airport (GMIA).

BACKGROUND

On August 28, 2003, Milwaukee County entered into Airport Agreement No. HP-1398 with Arnold M. Guida for the lease of land on which to construct an aircraft hangar at GMIA for an initial term of five (5) years beginning August 1, 2003, and ending July 31, 2008, with one (1) additional term of five (5) years. Mr. Guida is now requesting to enter into a new agreement for a term of five (5) years commencing August 1, 2013, and ending July 31, 2018, with one (1) additional five (5) year option.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into an agreement with Arnold M. Guida for the lease of approximately 2,932.50 square feet of land on which the Guida hangar is located, under the standard terms and conditions for similar land lease agreements, inclusive of the following:

1. The term of agreement shall be for an initial term of five (5) years, effective August 1, 2013, and ending July 31, 2018, with the Lessee having the right to renew this agreement for one (1) additional term of five (5) years each upon the same terms and conditions; provided that such option to renew shall be exercised by Lessee in writing to Lessor not less than sixty (60) days prior to the expiration of said lease or renewal thereof.
2. Rental for the 2,932.50 square feet of land on which the hangar is located shall be at 33.05¢ per square foot per annum, subject to adjustment each July 1 based upon the Consumer Price Index (All Urban Consumers) for the Milwaukee area, which is computed by comparing the then-current January index with the index of the preceding January.
3. The agreement shall contain the current standard insurance and environmental requirements for similar hangar land lease agreements.

Chairwoman Marina Dimitrijevic
Supervisor Michael Mayo, Sr.
Page 2
March 1, 2013

FISCAL NOTE

Land rental revenue will be \$969.19 for the first year of the agreement.

Prepared by: Steven A. Wright, A.A.E. - Airport Properties Manager

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

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(Item) From the Director, Department of Transportation, requesting authorization to execute a new land lease agreement between Milwaukee County and Arnold M. Guida at General Mitchell International Airport by recommending adoption of the following:

RESOLUTION

WHEREAS, on August 28, 2003, Milwaukee County entered into Airport Agreement No. HP-1398 with Arnold M. Guida for the lease of land on which to construct an aircraft hangar at General Mitchell International Airport for an initial term of five (5) years beginning August 1, 2003, and ending July 31, 2008, with one (1) additional term of five (5) years.; and

WHEREAS, Mr. Guida is now requesting to enter into a new land lease agreement for a term of five (5) years commencing August 1, 2013, and ending July 31, 2018, with one (1) additional five (5) year option under the standard terms and conditions for similar land lease agreements at General Mitchell International Airport; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on April 9, 2013, recommended approval (vote_____) that Milwaukee County enter into a new land lease agreement for a term of five (5) years commencing August 1, 2013, and ending July 31, 2018, with one (1) additional five (5) year option under the standard terms and conditions for similar land lease agreements; now, therefore,

BE IT RESOLVED, that the Director, Department of Transportation, and the County Clerk are hereby authorized and directed to execute an amendment to the new lease agreement between Milwaukee County and Arnold M. Guida for a term of five (5) years commencing August 1, 2013, and ending July 31, 2018, with one (1) additional five (5) year option under the standard terms and conditions for similar land lease agreements.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/15/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: HANGAR LEASE AGREEMENT BETWEEN MILWAUKEE COUNTY AND ARNOLD M. GUIDA

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input checked="" type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input checked="" type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	969	0
	Revenue	969	0
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

Airport land rental revenue will be \$969.19 for the first year of the agreement.

Department/Prepared By Steven A. Wright, A.A.E. - Airport Properties Manager

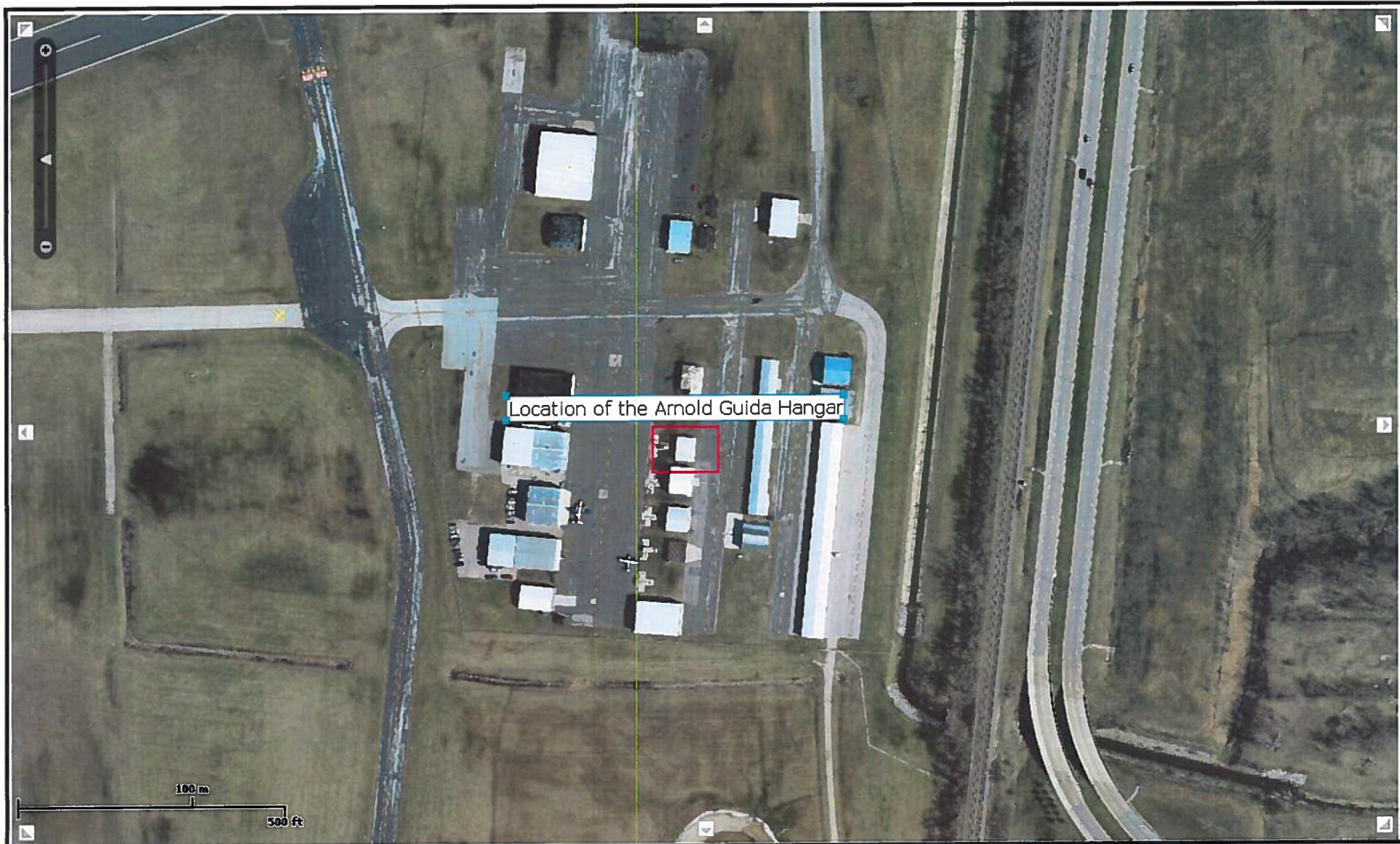
Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.



Created By: Steven Wright

Created on: March 18, 2013



NE Hangar Area

Arnold Guida Hangar



**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 18, 2013

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **AGREEMENT BETWEEN MILWAUKEE AREA TECHNICAL COLLEGE AND MILWAUKEE COUNTY FOR THE LEASE OF LAND AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY

Milwaukee County agreements cannot be executed beyond thirty (30) days of the agreement effective date without approval from the Milwaukee County Board of Supervisors and agreements with terms longer than one year require approval from the Milwaukee County Board of Supervisors.

BACKGROUND

Milwaukee County executed an agreement on May 6th, 1974, with the District 9, Area Board of Vocation, Technical and Adult Education, later referred to as Milwaukee Area Technical College (hereinafter MATC) for the lease of approximately 79,500 square feet of land used for the purposes of constructing an aircraft parking ramp, including the installation of security fencing and lighting, to be used in conjunction with the operation of an airmechanic and air frame training school constructed on private land immediately west and adjacent to the leased premises.

The agreement was for an initial term of twenty (20) years commencing November 1, 1972, and ending October 31, 1992. Rental for the land was at \$1.00 per year. Although federal regulations require airports to charge fair market value for real estate rentals, under certain circumstances aviation education tenants may be charged nominal rates. The agreement provided a right and option to renew for two additional terms of ten (10) years each from and after October 31, 1992, establishing a final termination date of October 31, 2012.

Airport staff was aware of the pending termination, but was not able to establish a negotiation with the appropriate representatives of MATC until after the expiration of the agreement. Subsequently, airport staff was able to negotiate a renewal of the agreement. MATC has now requested to enter into a renewal agreement effective November 1, 2012, for a term of five (5) years with an option to renew the agreement for an additional term of five (5) years.

RECOMMENDATION

Airport staff recommends that Milwaukee County enter into a renewal lease with MATC for the 79,500 square feet of land previously leased under Airport Agreement No. OL-506, inclusive of the following:

- a. The term of the agreement shall be for five (5) years, effective November 1, 2012, with the option to renew the agreement for one (1) additional five (5) year term.

- b. Rental for the 79,500 square feet of land shall continue at a rate of \$1.00 per annum.
- c. The agreement shall contain the current standard insurance and environmental requirements for hangar land lease agreements at General Mitchell International Airport.

FISCAL NOTE

The entrance into a renewal agreement between Milwaukee County and MATC will have no fiscal impact upon the tax levy of Milwaukee County. Airport rents will remain at \$1.00 per annum.

Prepared by: Steven A. Wright, A.A.E. – Airport Properties Manager

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

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(Item) From the Director, Department of Transportation, requesting authorization to execute a renewal lease agreement between Milwaukee County and Milwaukee Area Technical College at General Mitchell International Airport by recommending adoption of the following:

RESOLUTION

WHEREAS, Milwaukee County executed an agreement on May 6th, 1974, with the District 9, Area Board of Vocational, Technical and Adult Education, later referred to as Milwaukee Area Technical College (hereinafter MATC) for the lease of approximately 79,500 square feet of land used for the purposes of constructing an aircraft parking ramp, including the installation of security fencing and lighting, to be used in conjunction with the operation of an airmechanic and air frame training school constructed on private land immediately west and adjacent to the leased premises; and

WHEREAS, The agreement was for an initial term of twenty (20) years commencing November 1, 1972, and ending October 31, 1992. The agreement provided a right and option to renew for two additional terms of ten (10) years each from and after October 31, 1992, establishing a final termination date of October 31, 2012; and

WHEREAS, MATC has now requested to enter into a renewal agreement effective November 1, 2012, for a term of five (5) years with an option to renew the agreement for an additional term of five (5) years; and

WHEREAS, Airport staff recommends that Milwaukee County enter into a renewal lease with MATC for the 79,500 square feet of land previously leased under Airport Agreement No. OL-506, inclusive of the following:

- a. The term of the agreement shall be for five (5) years, effective November 1, 2012, with the option to renew the agreement for one (1) additional five (5) year term.
- b. Rental for the 79,500 square feet of land shall continue at a rate of \$1.00 per annum.
- c. The agreement shall contain the current standard insurance and environmental requirements for hangar land lease agreements at General Mitchell International Airport; and

45 WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting
46 on April 9, 2013, recommended approval (vote _____) that Milwaukee County enter
47 into a renewal lease agreement between Milwaukee County and Milwaukee Area Technical
48 College at General Mitchell International Airport for a term of five (5) years commencing
49 November 1, 2012, and ending October 31, 2017, with one (1) additional five (5) year term;
50 now, therefore,
51

52 BE IT RESOLVED, that the Director, Department of Transportation, and the County
53 Clerk are hereby authorized and directed to execute a renewal lease agreement between
54 Milwaukee County and Milwaukee Area Technical College at General Mitchell International
55 Airport for a term of five (5) years commencing November 1, 2012, and ending October 31,
56 2017, with one (1) additional five (5) year term.
57

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/18/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: AGREEMENT BETWEEN MILWAUKEE AREA TECHNICAL COLLEGE AND MILWAUKEE COUNTY FOR THE LEASE OF LAND AT GENERAL MITCHELL INTERNATIONAL AIRPORT

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	1	1
	Revenue	1	1
	Net Cost	0	0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

The entrance into a renewal agreement between Milwaukee County and MATC will have no fiscal impact upon the tax levy of Milwaukee County. Airport rents will remain at \$1.00 per annum.

Department/Prepared By Steven A. Wright, A.A.E. - Airport Properties Manager

Authorized Signature _____

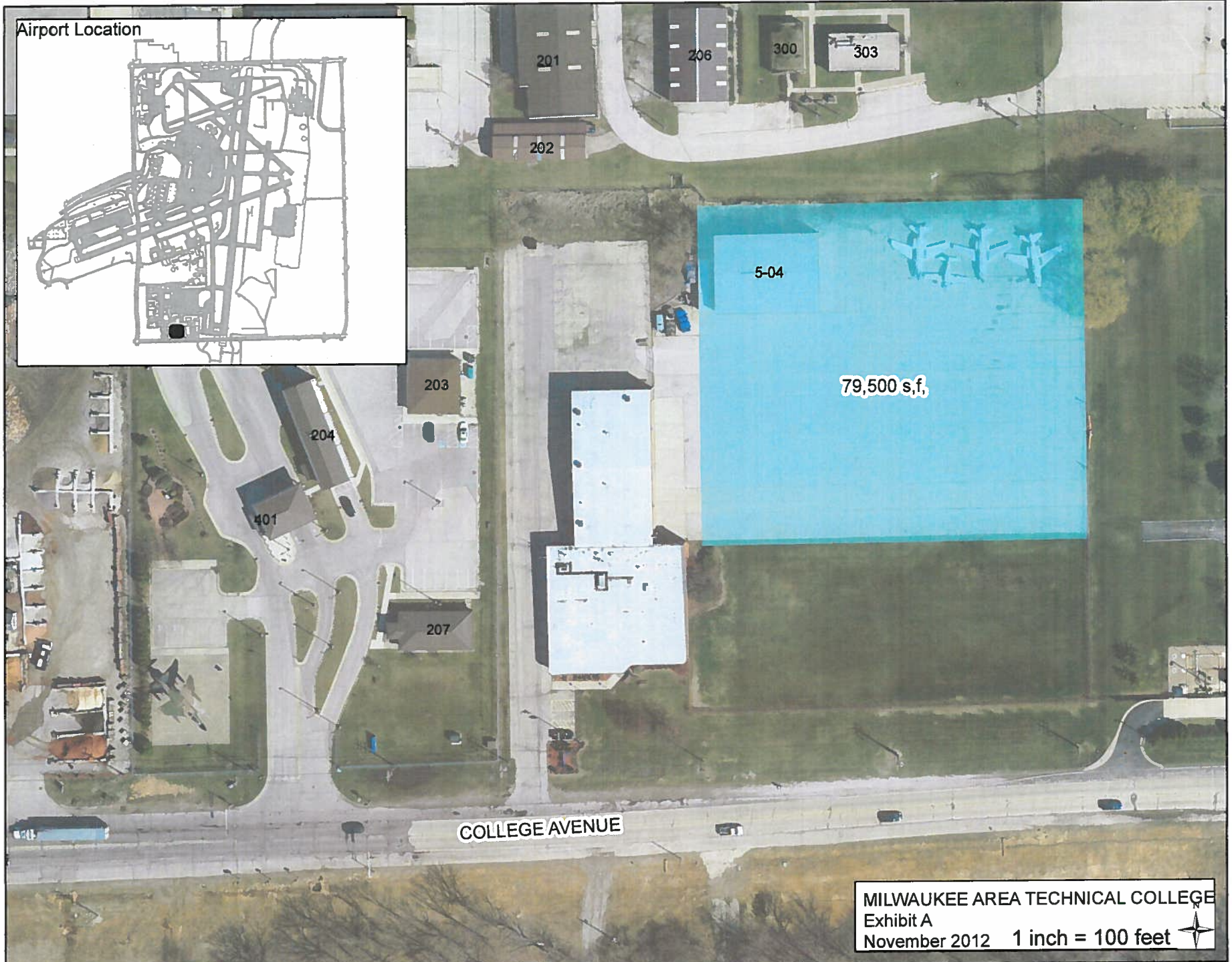
Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

Airport Location



MILWAUKEE AREA TECHNICAL COLLEGE
Exhibit A
November 2012 1 inch = 100 feet

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 14, 2013

TO: Supervisor Marina Dimitrijevic, Chairwoman, County Board of Supervisors
Supervisor Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

**SUBJECT: REVISION TO THE MINIMUM STANDARDS FOR COMMERCIAL
AERONAUTICAL ACTIVITIES ON MILWAUKEE COUNTY AIRPORTS**

POLICY

Milwaukee County Ordinance 4.07 requires County Board approval for revisions to the Minimum Standards for Commercial Aeronautical Activities on Milwaukee County Airports

BACKGROUND

FAA Regulations strongly recommend that airports develop minimum standards in order to promote safety in all airport activities, maintain a higher quality of service for airport users, protect airport users from unlicensed and unauthorized products and services, enhance the availability of adequate services for all airport users, and promote the orderly development of airport land. Milwaukee County adopted its first Schedule of Minimum Standards for Commercial Aeronautical Activities on Milwaukee County's Airports ("Minimum Standards") in 1966. Milwaukee County's Minimum Standards address specific aeronautical activities including line services, airframe and engine maintenance and repair and/or modification, specialized aircraft repair services, aircraft sales (new and/or used), flight training, aircraft charter and air taxi, aircraft rental and lease, special commercial flying services, T-hangar storage, commercial fractional aircraft management services, and aircraft management services operations. Milwaukee County last revised its Minimum Standards in October 2003 and in March 2010.

From time to time it becomes necessary to clarify the requirements of certain minimum standards. Such an instance has arisen regarding Sterling Aviation and Section F of the Minimum Standards pertaining to the fueling activities of Charter Operators. Accordingly, Airport staff proposes to add Paragraph (i) to Section F.2. of the Minimum Standards to more explicitly state the fueling rights of Charter Operators to include the rights of a Aircraft Charter and Air Taxi operator to fuel any aircraft that arrives or departs GMIA as a flight listed under the Operator's operating certificate issued under Part 135 of the Federal Aviation Regulations and reported as such to the airport, a flight that arrives or departs GMIA in connection with an FAA required check ride and training flights in support of the Operator's operating certificate issued under Part 135 of the Federal Aviation Regulations, and, if the operator maintains permission to operate a Repair Station per Part 145 of the Federal Aviation Regulations, flights for maintenance tests on client aircraft.

RECOMMENDATION

In order to effectuate the revisions to the Minimum Standards, Airport staff recommends that Milwaukee County add Paragraph (i) to Section F.2. of the Minimum Standards to more explicitly state the fueling rights of Charter Operators as follows:

“(i) The Air Charter/Air Taxi Operator may provide the into-plane delivery of fuel for:

- (1) any aircraft that arrives or departs General Mitchell International Airport (GMIA) as a flight listed under the Operator’s Part 135 certificate and reported as such to GMIA;
- (2) aircraft that arrive or depart GMIA in connection with FAA-required check rides and training flights in support of the Operator’s Air Carrier Certificate and FAA-approved training manual, and maintenance test flights on client aircraft in support of the Operator’s FAA Part 145 Repair Station and reported to GMIA as such; and
- (3) the Operator shall not fuel any aircraft not under its operational control nor shall it fuel (including those Part 91 flights which may be crewed by Operator) aircraft that arrive or depart at GMIA as Part 91 flights.”

FISCAL NOTE

There is no fiscal impact with the revision of Minimum Standards.

Prepared by: Steven A. Wright – Airport Properties Manager

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

H:\Private\Clerk Typist\Aa01\TPW&T 13\03 - Mar 13\REPORT - Minimum Standards Revision-Air Charter and Air Taxi.docx

(Item) From the Director, Department of Transportation, requesting authorization to add Paragraph (i) to Section F.2. of the Minimum Standards for Commercial Aeronautical Activities on Milwaukee County Airports by recommending adoption of the following:

RESOLUTION

WHEREAS, Federal Aviation Regulations strongly recommend that airports develop minimum standards in order to promote safety in all airport activities, maintain a higher quality of service for airport users, protect airport users from unlicensed and unauthorized products and services, enhance the availability of adequate services for all airport users, and promote the orderly development of airport land; and

WHEREAS, from time to time it becomes necessary to clarify the requirements of certain minimum standards; and

WHEREAS, it is hereby necessary to amend Section F of the Minimum Standards pertaining to the fueling activities of Charter Operators due to an agreement reached with a tenant at General Mitchell International Airport; and

WHEREAS, Airport staff recommends that Milwaukee County clarify the fueling rights of charter operators by adding Paragraph (i) to Section F.2. (Aircraft Charter and Air Taxi) of the Schedule of Minimum Standards for Commercial Aeronautical Activities on Milwaukee County's Airports to more explicitly state the fueling rights of Charter Operators as follows:

“(i) The Air Charter/Air Taxi Operator may provide the into-plane delivery of fuel for:

- (1) any aircraft that arrives or departs General Mitchell International Airport (GMIA) as a flight listed under the Operator's Part 135 certificate and reported as such to GMIA;
- (2) aircraft that arrive or depart GMIA in connection with FAA-required check rides and training flights in support of the Operator's Air Carrier Certificate and FAA-approved training manual, and maintenance test flights on client aircraft in support of the Operator's FAA Part 145 Repair Station and reported to GMIA as such; and
- (3) the Operator shall not fuel any aircraft not under its operational control nor shall it fuel (including those Part 91 flights which may be crewed by

Operator) aircraft that arrive or depart at GMIA as Part 91 flights.”; and,

WHEREAS, the Transportation, Public Works and Transportation Committee at its meeting on March 6, 2013, recommended approval (Vote _____) that Milwaukee County clarify the fueling rights of charter operators by adding Paragraph (i) to Section F.2. (Aircraft Charter and Air Taxi) of the Schedule of Minimum Standards for Commercial Aeronautical Activities on Milwaukee County’s Airports; now, therefore,

BE IT RESOLVED, that the Airport Director is authorized to clarify the fueling rights of charter operators by adding Paragraph (i) to Section F.2. (Aircraft Charter and Air Taxi) of the Schedule of Minimum Standards for Commercial Aeronautical Activities on Milwaukee County’s Airports to more explicitly state the fueling rights of Charter Operators as follows:

“(i) The Air Charter/Air Taxi Operator may provide the into-plane delivery of fuel for:

- (1) any aircraft that arrives or departs General Mitchell International Airport (GMIA) as a flight listed under the Operator’s Part 135 certificate and reported as such to GMIA;
- (2) aircraft that arrive or depart GMIA in connection with FAA-required check rides and training flights in support of the Operator’s Air Carrier Certificate and FAA-approved training manual, and maintenance test flights on client aircraft in support of the Operator’s FAA Part 145 Repair Station and reported to GMIA as such; and
- (3) the Operator shall not fuel any aircraft not under its operational control nor shall it fuel (including those Part 91 flights which may be crewed by Operator) aircraft that arrive or depart at GMIA as Part 91 flights.”

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: March 14, 2013

Original Fiscal Note ☒

Substitute Fiscal Note ☐

**SUBJECT: REVISION TO THE MINIMUM STANDARDS FOR COMMERCIAL
AERONAUTICAL ACTIVITIES ON MILWAUKEE COUNTY AIRPORTS**

FISCAL EFFECT:

- | | |
|---|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact

<input type="checkbox"/> Existing Staff Time Required

<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)

<input type="checkbox"/> Absorbed Within Agency's Budget

<input type="checkbox"/> Not Absorbed Within Agency's Budget

<input type="checkbox"/> Decrease Operating Expenditures

<input type="checkbox"/> Increase Operating Revenues

<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures

<input type="checkbox"/> Decrease Capital Expenditures

<input type="checkbox"/> Increase Capital Revenues

<input type="checkbox"/> Decrease Capital Revenues

<input type="checkbox"/> Use of contingent funds |
|---|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		
	Net Cost		
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

There is no fiscal impact with the revision of Minimum Standards

Department/Prepared By Steven A. Wright, A.A.E., Airport Properties Manager

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

**COUNTY OF MILWAUKEE
INTER-OFFICE COMMUNICATION**

DATE: March 15, 2013

TO: Marina Dimitrijevic, Chairwoman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **ESTABLISHMENT OF OFF-AIRPORT PARKING OPERATOR PRIVILEGE FEE IN CODE OF GENERAL ORDINANCES AND AGREEMENTS WITH OFF-AIRPORT PARKING OPERATORS AT GENERAL MITCHELL INTERNATIONAL AIRPORT**

POLICY ISSUE

County Board approval is required for Milwaukee County to enter into agreements with off-airport parking operators at General Mitchell International Airport (GMIA) and to amend the Code of General Ordinances.

BACKGROUND

Federal regulations require that airports be as self-sustaining as possible and that all airport users pay a reasonable and fair rental for the use of airport property.¹ The requirements of these federal regulations are reflected in Milwaukee County Ordinance 4.02(1):

No person shall use the county's airports or any portions thereof for the conduct of a commercial enterprise, or other form of revenue producing activity, without first obtaining authorization therefor from the proper authorities of the county by means of a written agreement, lease, license, or permit and paying the rentals, fees and charges as established therefor.

Consequently, all Airport users pay fees, rent, or a percentage of gross receipts based on the use of the Airport.

The County also collects fees from "off-airport" businesses that derive their revenues from airport-generated business. The County, for example, currently assesses an 8% off-airport catering fee, and a 6 ½% off-airport rental car fee. Off-airport parking operators, however, do not currently pay an appropriate fee relative to their use of the Airport and the revenues generated from that use.²

Many of the nation's airports have already adopted ordinances to require that off-airport parking companies pay a percentage of gross receipts or other fees to the airport operator for the opportunity and privilege of conducting business and earning revenue that is generated from the airport.

¹ In the 2011-2016 Airport capital improvement plan, Airport capital projects are expected to cost \$299,860,000, of which \$60,827,000 will be paid by Airport users. The locally funded \$60 million will come from airline landing fees and space rentals, parking revenues, retail and food concessions, rental car fees, land rentals, and a multitude of other Airport user fees including permittees, building renters, taxis, limos, and shuttle operators. The Airport's \$86 million operating budget comes entirely from user fees.

² The off-airport parking operators currently pay a shuttle permit fee of \$500 per shuttle vehicle per year.

Table II-12 is a compilation of the results of two surveys conducted by Airport Ground Transportation in 2010 and Airports Council International – North America (ACI-NA) in 2005. Figures II-5 and II-6 lists 58 airports that assess one or more types of fees on off-airport parking operators. The surveys show:

- The types of fees collected from off-airport parking operators:
 - (1) percentage of gross revenue,
 - (2) annual fee per shuttle vehicle,
 - (3) fee per trip,
 - (4) annual fee per parking space, and
 - (5) annual permit fee by company.
- The most common practice is the assessment of a fee as a percentage of gross revenue (Figure II-5). Thirty-three of the 58 airports in Table II-12 collected a percentage of gross revenue, ranging from 2% to 10%. Figure II-6 shows how many airports in the combined sample collected a particular percentage: 13 airports collected 10%; 8 airports, 8-9%; 7 airports 6-7%; and 6 airports, 1-5%.
- A number of airports collect more than one type of fee. Of the 16 airports that collect more than one type of fee, 11 collect two fees, four collect three fees, and one collects four fees (Figure II-6).

TABLE II-12 (1 of 2)
FEES ASSESSED ON OFF-AIRPORT PARKING OPERATORS

Airport	2009 Total Passengers ¹	Annual Permit Fee per Company	Per Trip Fee	Annual Fee Per Shuttle	Percent of Gross Revenue	Annual Fee Per Space
Hartsfield-Jackson Atlanta International	88,032,086	\$120	\$1.60 >= 25 pax; \$2.45 <= 25 pax	\$360	10.0%	\$10.00
Los Angeles International	56,520,843					
Dallas-Fort Worth International	56,030,457		\$1.75 - \$5.30 based on vehicle		8.0%	
Denver International	50,167,485					
George Bush Intercontinental	40,007,354		\$2.90	\$400		
Phoenix Sky Harbor International	37,824,982					
San Francisco International	37,338,942		\$1.00			
Charlotte-Douglas International Airport	34,536,666					
Miami International	33,886,025		\$1.00-\$3.00 based on vehicle and pickup location		10.0%	
Orlando International	33,693,649					
Minneapolis-St. Paul International	32,378,599	\$60	\$2.50 w/ permit, \$6.00 w/o permit ³			
Detroit Metropolitan Wayne County	31,357,388					
Seattle-Tacoma International	31,227,512		\$2.11	\$9,360		
Boston Logan International	25,512,086					
Fort Lauderdale-Hollywood International	21,060,144		\$3.75		4.0%, 8.0% ⁴	
Baltimore/Washington International	20,963,048					
Salt Lake City International	20,442,178		\$1.57	\$100		
San Diego International	16,974,172					
Tampa International	16,965,545	\$200		\$550	7.0%	
Portland International	12,929,675					
Lambert-St. Louis International	12,796,302		\$2.00		10.0%	\$40.00
Cincinnati-Northern Kentucky International	10,622,185					
Memphis International	10,264,327	\$105			10.0%	
Kansas City International	10,041,165					
Oakland International	9,652,782	\$500	\$3.00	\$50	3.0%	
Raleigh-Durham International	8,973,209					
Nashville International	8,936,860	\$900		\$900 - \$2,400 based on vehicle	10.0%	
William P. Hobby	8,498,441					

Source: 2010 Airport Ground Transportation Association Survey, except as noted.

¹ ACI-NA 2009 Final Rankings.

² 2005 ACI-NA Airport Parking Survey.

³ \$2.00 per 10 minutes dwell time after the first 10 minutes.

⁴ 4% on first \$20K per month; 8% on revenue greater than \$20K per month.

⁵ Per occupied space, per day.

⁶ Per parked vehicles on lots with less than 10 spaces.

⁷ Per parked vehicles on lot with more than 10 spaces.

Since 2010, Denver established an 8% of gross fee, Portland increased from 7% to 10%, Cincinnati increased from 4% to 10%.

TABLE II-12 (2 of 2)
FEES ASSESSED ON OFF-AIRPORT PARKING OPERATORS

Airport	2009 Total Passengers ¹	Annual Permit Fee per Company	Per Trip Fee	Annual Fee Per Shuttle	Percent of Gross Revenue	Annual Fee Per Space
San Jose International	8,321,750	\$200	\$1.00-\$4.00 based on vehicle		8.0%	
Austin-Bergstrom International	8,220,898			\$400		\$0.15 ⁵
Pittsburgh International	8,031,175	\$660	\$1.00	\$75		
San Antonio International	7,831,267				10.0%	
Louis Armstrong New Orleans Int'l	7,787,373			\$100	7.0%	
Dallas Love Field	7,744,522	\$200	\$0.75			
Indianapolis International	7,465,719				10.0%	
Southwest Florida International	7,415,958		\$1.00	\$180-\$600 based on vehicle	8.0%	
Port Columbus International Airport	6,243,717				10.0%	
Palm Beach International ²	5,994,606				8.0%	
Albuquerque International	5,895,211		\$0.20		2.0%	
Jacksonville International	5,605,934				6% w/ \$10k annual exemption	
Bradley International	5,334,322				4.0%	
Bob Hope	4,588,433		\$1.50		10.0%	
Reno-Tahoe International	3,755,935				7.0%	
Norfolk International	3,412,749				8.0%	
Will Rogers World	3,384,671			\$600		
Richmond International	3,305,199				8.0%	
Spokane International	3,055,081		\$0.50			
Boise	2,795,297	\$50	\$1.50 ⁶			\$1.25 ⁷
Albany International	2,630,578				10.0%	
Little Rock National	2,254,124	\$128				
Charleston International	2,190,251	\$120				
Gerald R. Ford International ²	1,771,465				7.0%	
Knoxville McGhee Tyson	1,680,314				5.0%	
Wichita Mid-Continent ²	1,505,607				8.0%	
Huntsville International	1,171,147				Greater of \$1K per month or 10%	
Eastern Iowa ²	945,350				10.0%	
Chattanooga Metropolitan ²	614,426				10.0%	
Monroe County ²					6.0%	
# of airports (total=58)		12	19	13	33	4

Source: 2010 Airport Ground Transportation Association Survey, except as noted.

¹ ACI-NA 2009 Final Rankings.

² 2005 ACI-NA Airport Parking Survey.

³ \$2.00 per 10 minutes dwell time after the first 10 minutes.

⁴ 4% on first \$20K per month; 8% on revenue greater than \$20K per month.

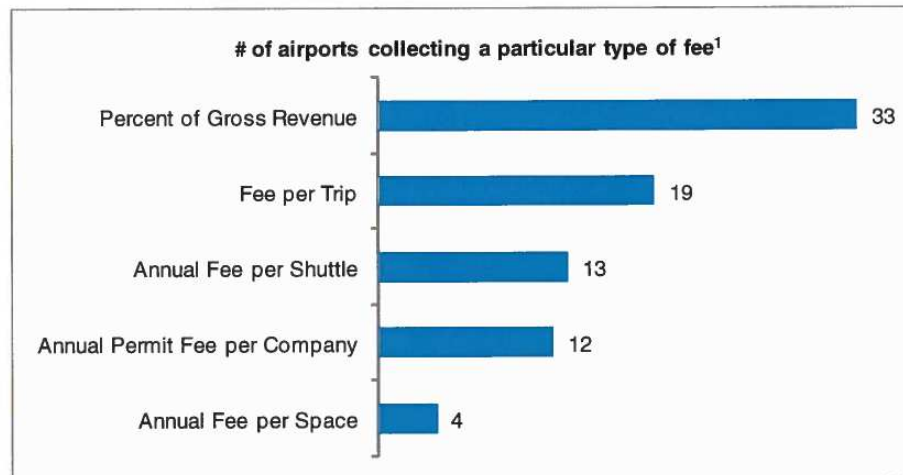
⁵ Per occupied space, per day.

⁶ Per parked vehicles on lots with less than 10 spaces.

⁷ Per parked vehicles on lot with more than 10 spaces.

Since 2010, San Antonio decreased from 10% to 9%.

FIGURE II-5
FEES ASSESSED ON OFF-AIRPORT PARKING OPERATORS



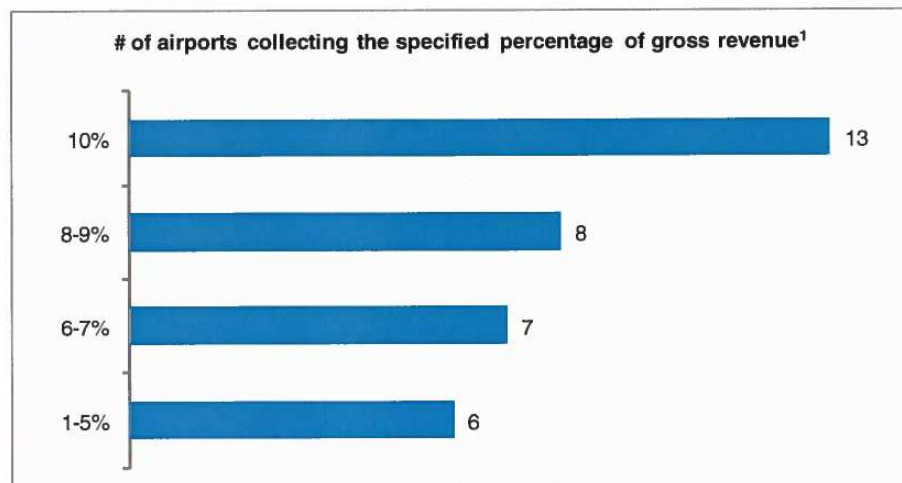
¹ Out of 58 airports that assess fees on off-airport parking operators.

Sources:

2010 Airport Ground Transportation Association Survey.

2005 ACI-NA Airport Parking Survey.

FIGURE II-6
AIRPORTS THAT ASSESS FEES AS A PERCENTAGE OF GROSS REVENUE



¹ Out of 58 airports that assess fees on off-airport parking operators.

Sources:

2010 Airport Ground Transportation Association Survey.

2005 ACI-NA Airport Parking Survey.

Attached to this report is a 2012 survey of airports fees and a survey of off-airport parking operators done by the Little Rock Airport.

Toward the goal of initiating such an off-airport parking operator privilege fee, Airport Staff met with off-airport parking operators on February 3, 2011. At that meeting, Airport Staff provided a draft County Ordinance which, in addition to defining off-airport parking operators and their requirements for providing service to the Airport, included subparagraph (d) *Charges Fees and Accounting* which provided that “in addition, pursuant to the exercise of the privileges identified herein, said Off-Airport Parking Operator will pay to the Airport a Privilege Fee for the privilege and opportunity of using the Airport and the business benefit it derives there from, said Privilege Fee to be in the amount of eight percent (8%) in 2011 of the gross revenues that are received as a result of Airport patrons parking in Off-Airport parking lots; that percentage privilege fee is to increase by ½% each calendar year thereafter and would maximize at, and not exceed, ten percent 10% in 2015, payable monthly as defined in (d)(ii) below.”

At the meeting with off-airport parking operators, the Airport Director answered numerous questions and offered to consider any counter proposal the operators cared to make. Corporation Counsel was present at the meeting and explained that Courts have upheld fees similar to the one proposed here. The off-airport parking operators opposed the ordinance, but offered no counter proposals for the Airport Staff’s consideration.

Legal Review

At the March 2, 2011 Transportation, Public Works and Transit (TPWT) Committee meeting, a motion was made by Supervisor Borkowski that this Action Report be referred to Corporation Counsel for a written report that responds to questions submitted by Attorney Alan Marcuvitz of Michael Best & Friedrich LLP in a communication dated February 22, 2011.

At the April 6, 2011 TPWT meeting, Corporation Counsel presented its opinion, which affirmed the legality of the ordinance. A motion was made by Supervisor Borkowski that this item be Laid Over to the Call of the Chair.

New FastPark & Relax Proposal

Subsequently, Airport Staff has had several meetings with representatives of the largest off-airport parking operator, FastPark & Relax (1,729 spaces) and has come to an alternative agreement on a fee methodology. Rather than a percentage of gross, Airport Staff and FastPark & Relax have agreed to a fee of \$38.51 per parking space per year. This fee would apply to all off-airport parking spaces offered by all parking operators, including hotels which offer off-airport parking. The fee would not apply to parking provided as part of a hotel stay and park program.

Airport Staff met with three of the four off-airport parking operators on January 30, 2013 to review the new fee methodology.

As a part of the negotiations held with FastPark & Relax, Airport Staff agreed to not recommend

a shuttle vehicle trip fee or curb dwell time fee at this time, but agreed that the parties could jointly undertake an impartial and independent traffic analysis and review of curb issues that would be used as the basis for establishing these and other charges in the future related to curb management. As a consequence of the methodology described above, there would be no necessity for an annual outside audit.

Airport staff sent a March 1, 2013, letter out to the nine (9) hotel properties that offer off-airport parking without an overnight stay required. The purpose of the meeting was to review the fee proposal. No hotel representatives came to the March 12 meeting.

National Off-Airport Parking Companies – FastPark & Relax

Of the four off-airport parking operators at GMIA, one is a national company. FastPark & Relax is the largest of the four off-airport parking operators with approximately 1,729 spaces. Following are the cities they operate in and the airport fees paid in those cities.

Fees paid by FastPark & Relax at Their Other U.S. Locations

Airport ¹	Off-Airport Parking Fees ²	FastPark & Relax Website ¹
Albuquerque International Sunport (ABQ)	\$0.20 access fee/trip 5 minutes max. dwell time 2% gross revenues percentage fee	Daily rate listed on website excludes taxes and Airport Fees
Austin - Bergstrom International Airport (AUS)	\$0.15/day for each parking space Annual permit fee of \$400/vehicle	Daily rate listed on website excludes taxes and Airport Fees
Baltimore/Washington International Thurgood Marshall Airport (BWI)	\$100 permit year	Daily rate listed on website excludes taxes
Cincinnati/Northern Kentucky International Airport (CVG)	10% of gross revenues	No taxes and Airport Fees listed
Cleveland Hopkins (CLE) ³	\$550 permit year	No taxes and Airport Fees listed
William P. Hobby Airport (HOU)	7% of gross receipts	Daily rate listed on website excludes taxes and Airport Fees
Memphis International Airport (MEM)	10% plus \$105 per vehicle with AVI Transponder	Daily rate listed on website excludes taxes and Airport Fees
Miami International Airport (MIA)	Lower Level: \$2.50 vehicles < 16 pax \$3.00 per vehicles 16 and over Upper level: \$1.00 vehicles < 16 pax \$2.00 vehicles 16 and over	Daily rate listed on website excludes taxes
General Mitchell International Airport (MKE)	\$500.00 annual permit/vehicle	Daily rate listed on website excludes taxes
Orlando International Airport (MCO)	10% of gross receipts	Daily rate listed on website excludes taxes and Airport Fees
Raleigh-Durham International Airport (RDU)	10% of gross receipts	Daily rate listed on website excludes Airport Fees
Tucson International Airport (TUS)	11% of gross receipts	Daily rate listed on website excludes taxes and Airport Fees

¹ FastPark & Relax website

² 2010 Ground Transportation Vehicle Fees Paid to Airports, Airport Ground Transportation Association

³ CLE is installing Automated Vehicle Identification late 2011

Website screen shots are attached to this report.

WallyPark

WallyPark is a new operator, having just purchased the large Wyndham Hotel property. They will be a second national operator and the fifth off-airport operator. Following are the cities they operate in and the airport fees paid:

Fees Paid by WallyPark at Their Other U.S. Locations

Airport ¹	Off-Airport Parking Fees ²	WallyPark Website ¹
Atlanta International Airport (ATL)	\$10.00 annual fee per space	No taxes and Airport Fees listed
Denver International Airport (DIA) ³	\$1.75 - \$5.30 based on vehicle; 8% of gross	No taxes and Airport Fees listed
Houston's William P. Hobby Airport (HOU)	7.0% of gross revenue	Daily rate plus an 8.25% sales tax and a 8% Airport Fee
Los Angeles International Airport (LAX)	\$1.60 >= 25 pax; \$2.45 <= 25 pax	Daily rate plus a 10% city parking tax
Newark International Airport (EWR)		Rates shown do not include sales tax (15%)
Philadelphia International Airport (PHL)		Daily rate plus a 6.21% city tax
San Diego International Airport (SAN)	\$200 annual permit fee per company	No taxes and Airport Fees listed
Seattle-Tacoma International Airport (SEATAC)	\$2.11 per trip fee	Daily rate plus applicable taxes (state sales tax - 9.5% and city tax - \$0.90 for stays less than 2 hours and \$3.00 for stays greater than 2 hours) and airport access fee of \$2.30 per transaction.

¹ WallyPark website

² 2010 Ground Transportation Vehicle Fees paid to Airports, Airport Ground Transportation Association

³ WallyPark is "on-airport" at DIA and pays a contractual rate.

Website screen shots are attached to this report.

LAZ-Fly/Syner g Hotel Development

At the March 12 Oak Creek Plan Commission meeting, the Plan Commission considered the site, building, and landscaping plan for Syner G Hotel and long term airport parking development at College and Howell Avenues. The applicant is proposing a four story 108 room Four Points Sheraton Hotel, and a 1,187 space airport parking lot.

Notable, as part of the Plan Commission approval process, the applicant has agreed to pay Oak Creek a daily fee of \$0.50 per parked vehicle for the off-airport parking lot.

LAZ-Fly will be a new off-airport parking operator. This will be the third national operator and sixth off-airport operator.

Following are the cities they operate in and the airport fees paid:

<u>Airport</u> ¹	<u>Off-Airport Parking Fee</u> ²	<u>LAZ Parking Website</u> ¹
Bradley Int'l. Airport, Hartford, CT	4% of gross	No taxes or airport fees listed

¹ LAZ Parking website

² 2010 Ground Transportation Vehicle Fees paid to Airports, Airport Ground Transportation Association

Website screen shot is attached to this report.

The Oak Creek Plan Commission tabled this item because of lack of approval from the FAA and airport and other issues. The applicant provided FAA determinations the day after the hearing.

Estimated Revenue of Off-Airport Parking Operators

Company	Total Available Spaces ¹	# days	Max space Days	Estimated Vehicle Days ²	Estimated Gross parking rental Revenue ³
Fast Park ⁴	1,729	365	631,085	396,952	\$1,984,760
Economy	555	365	202,575	127,420	\$637,100
Exec Park	150	365	54,750	34,438	\$172,190
Clarion Hotel Parking	200	365	73,000	45,917	\$229,585
Total	2,634		961,410	604,727	\$3,023,635

Airport Revenue @ 8%

\$241,891

¹ Per self report from off airport parking vendors

² Estimated vehicle days based upon GMIA average occupancy for remote lots A & B calculated to be 62.9% for the period January - December 2010

³ Calculated using an average daily charge per day without sales tax of \$5.00. Actual advertised rate of Fast Park is \$6.63, Clarion is \$7.00, Exec Park is \$8.00 and Economy is \$5.00. \$5.00 used to be conservative to reflect promotions and coupons.

⁴ Allright Parking (FastPark) had gross revenue in 2004 of \$2,025,019 and 2005 of \$1,824,565, per court documents.

**Current Fees Paid by Off-Airport Parking Operators
at General Mitchell International Airport
and as a Percent of Gross (Estimated)**

<u>Company</u>	<u>Estimated Gross Parking Rental Revenue¹</u>	<u>Current Fees Paid²</u>	<u>% of Revenues Paid</u>
Fast Park	\$1,984,760	\$4,000	0.2015%
Economy	\$637,098	\$2,000	0.3139%
Exec Park	\$172,189	\$1,000	0.5808%
Clarion Hotel Parking ³	\$229,585	\$1,500	0.6534%

¹ Calculated using an average daily charge per day without sales tax of \$5.00. Actual advertised rate of Fast Park is \$6.63, Clarion is \$7.00. Exec Park is \$8.00 and Economy is \$5.00. \$5.00 used to be conservative to reflect promotions and coupons.

² Fees and charges assessed to parking shuttles is \$500 permit fee per vehicle, per year.

³ Clarion uses their shuttles for both their hotel and parking operations.

It is important to note that off-airport parking operators also divert parking revenue that would otherwise be earned by Milwaukee County's on-airport parking lots. In addition, off-airport parking operators use a significant number of County services for which they currently do not contribute. The chart below identifies the County services used by off-airport parking operators and the cost of those services.

Cost of the Front Drives
Front Drive Pavement-Annual Maintenance Expenses
(Does not include capital improvement costs)

Task	Frequency	Totals
Snow Plowing/Salting	20 times annually Average 10 hours/event	\$63,420
Street Sweeping	100 times annually Average 6 hours/event	\$84,708
Striping	2 times annually 12 hours/event/crew of 4	\$4,452
Pavement Repair	As needed	\$16,000
Sheriff coverage of driveways	39 hours per day 14,235 hours annually	\$953,176
CPS	Management of ground transportation	\$192,000
Lighting	Electricity & bulb replacement costs	\$94,000
Total Annual Operating Expense		\$1,407,755

RECOMMENDATIONS

1. Airport Staff recommends that Milwaukee County enter into agreements with off-airport parking operators:
 - a. To establish a privilege fee of \$38.51 per space per year.
 - b. The agreement would be for three years, effective January 1, 2014.

For those off-airport parking operators who do not enter into an agreement, the operator shall fall under the revised County Ordinance 4.33(3), which establishes a similar fee.

2. Airport Staff recommends the adoption of the attached revision to County Ordinance 4.33 - Off-airport fees and charges.

FISCAL NOTE

The following are estimates of spaces at each off-airport parking operator:

	Total Parking Spaces		
FastPark & Relax	1,729	× \$38.51 =	\$66,583.79
Economy	555	× \$38.51 =	21,373.05
ExecPark	150	× \$38.51 =	5,776.50
Clarion	200	× \$38.51 =	7,702.00
WallyPark	To be determined	× \$38.51 =	
LAZ-Fly	1,187 (future)	× \$38.51 =	
Total			\$101,435.34

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

- Attachments:
- 1) 2012 Off-Airport Parking Fee Survey.
 - 2) Survey performed by Little Rock, Arkansas Airport
 - 3) Pictures of current MKE operators
 - 4) Website screen shots of FastPark & Relax showing off-airport fees
 - 5) Website screen shots of WallyPark showing off-airport fees
 - 6) Website screen shots of LAZ-Fly
 - 7) Syner G Hotel & Parking Lot applicant information

ATTACHMENT 1

2012 Off-Airport Parking Fee Survey

Airport Ground Transportation Association

OFF AIRPORT PARKING OPERATIONS 2012

CODE	AIRPORT	OFF AIRPORT PARKING FEE
ATL	Hartsfield-Jackson Atlanta International Airport	Charge for each vehicle used to transport patrons to/from airport \$360 per year, plus charge for number of available spaces in lot \$10 per space per year.
AUS	Austin-Bergstrom International Airport	\$0.15 / day for each parking space; annual permit fee of \$400/vehicle.
BDL	Bradley International Airport	4% gross receipts.
BLI	Bellingham International Airport	\$25.00/month plus 3% of all monthly fees above \$750.00 collected for transportation of customers from BLI
BNA	Nashville International Airport	Per trip fee of \$1.50 for small vehicles, \$1.75 for medium vehicles, and \$2.00 for large vehicles.
BOI	Boise Air Terminal	\$50.00 annual permit & \$1.25/vehicle parking on off-airport lot with more than 10 spaces. Lots with less than 10 spaces - \$50.00 annual permit and \$1.50 trip fee.
BOS	Boston Logan International Airport	\$3.75 per trip.
BUR	Burbank-Glendale-Pasadena Airport	\$1.50 per trip plus 10% of gross revenue.
BWI	Baltimore/Washington International Thurgood Marshall Airport	\$100 Permit Yr.
CHS	Charleston International Airport	\$120.00 per year
CLT	Charlotte/Douglas International Airport	\$1.00 / trip and dwell time.
CMH	Port Columbus International Airport	10% of gross.
CVG	Cincinnati/Northern Kentucky International Airport	10% of gross revenues.
DAL	Dallas Love Field Airport	Annual Operating Permit: \$200 Trip Fee: \$.75 per trip
DFW	Dallas Fort Worth International Airport	10% of revenue.
DEN	Denver International Airport	8% gross and dwell fees according to class size 1, 2, 3; Class I dwell fee \$1.40, Class II dwell fee \$2.84, Class III dwell fee \$4.27.
FLL	Fort Lauderdale Int'l Airport/Broward County Aviation Dept.	4% first \$20,000 gross receipts each month; 8% >\$20,000 gross receipts each month.
HOU	William P. Hobby Airport	8% of gross receipts.
HSV	Huntsville International Airport	> \$1,000 / month or 10%.

CODE	AIRPORT	OFF AIRPORT PARKING FEE
IAD	Metro Washington Airport Authority Dulles Airport	20 + Hotels currently pay 10% of Gross in excess of \$30,000. Currently evaluating and may change to increased trip fees and dwell fees in place of % of Gross.
IAH	Houston Airport System/Intercontinental Airport	7% of gross.
JAX	Jacksonville International Airport	6% gross less exclusion \$833.33.
LAX	Los Angeles International Airport	\$150 annual admin. fee + circuit fee \$1.87/vehicle ≤ 25 pax; \$2.80/vehicle > 25 pax.
LIT	Little Rock National Airport	.5% of gross occupancy.
MCO	Orlando International Airport	10% of Gross Receipts plus Dwell Fees.
MEM	Memphis International Airport	10%, plus \$105 per vehicle with AVI Transponder.
MIA	Miami Dade Aviation Department	Lower Level: \$2.50 vehicles < 16 pax; \$3.00 vehicles 16 and over. Upper Level: \$1.00 vehicles < 16 pax; \$2.00 vehicles 16 and over.
MKE	General Mitchell International Airport	\$500 annual permit/vehicle.
MSP	Minneapolis-St. Paul International Airport	Permitted Rate: \$60.00 Annual Company Permit plus \$5.22 per trip + dwell fees; Non-Permitted Rate: \$6.00/trip + dwell fees.
OAK	Port Oakland International Airport	\$500 annual permit fee; access fee of 3% gross receipts for 09-10; access fee of 4% gross receipts for 10-11; access fee of 5% gross receipts for 11-12; \$50.00 / vehicle transponder fee, \$3.00 / trip fee.
OKC	Will Rogers World Airport	Shuttle buses \$600 / year / vehicle paid to OCAT.
ONT	Ontario (CA) International Airport	Shuttles: 7,288.00/company.
ORF	Norfolk Airport Authority	8% gross.
PDX	Portland International	\$2.00; off-airport parking operators also pay 10% of gross receipts.
PHX	Phoenix Sky Harbor International Airport	\$400/year/vehicle plus \$11 for AVI tag.
PIT	Pittsburgh International Airport	Regular users: annual permit fee of \$660.00; van registration is \$75.00; trip fee is \$1.00.
RDU	Raleigh-Durham International Airport	AVI fees + 10% gross.
RIC	Richmond International Airport	8% Gross.

CODE	AIRPORT	OFF AIRPORT PARKING FEE
RSW	Southwest Florida International Airport	8% of gross revenue; \$1.00 per trip fee (self reported); monthly vehicle permit fees based on seating capacity: \$15.00/monthly < 5 passengers; \$35.00/monthly 6-12 passengers; \$50.00/monthly 13-17 passengers.
SAN	San Diego International Airport	\$2,200.00 fee.
SAT	San Antonio International Airport	9% 01/01/01 – 12/31/05; \$25,000 annual exempt.
SEA	Seattle-Tacoma International Airport	Per trip fee 2.06.
SFO	San Francisco International Airport	\$2.80 – trip; not implementing clean vehicle policy \$8.40/trip; operating hydrogen blend vehicle \$1.00/trip.
SJC	San Jose International Airport	Trip fees – pick up and drop off \$6.00 for alt. fuel and \$7.00 for reg. fuel, and \$200.00 annual permit fee.
SLC	Salt Lake City International Airport	Minibus: \$1.57
STL	Lambert - St. Louis International Airport	\$40.00 / year / public parking space
TPA	Tampa International Airport	\$550.00 / year courtesy vehicle permit.
YEG	Edmonton International Airport	\$4.00 / trip.
YHZ	Halifax International Airport	25% gross.
YOW	Ottawa International Airport	Annual license; monthly fee & bus fee; commercial access fee \$2800 per month + GST; annual license fee \$275.00 + GST; annual commercial courtesy vehicle permit \$2500 per vehicle + tax per vehicle.
YVR	Vancouver International Authority	Shuttles: \$1,700 / year / vehicle license fee.
YYC	Calgary International Airport	1 YYC owned remote; 2 offsite competitors.
YYZ	Toronto-Lester B. Pearson Int'l Airport	\$2,500 / vehicle / annum (\$2,575 effective July 2012) + per trip fees <=12 seats \$0.70, 13-18 seats \$1.50, 19-24 seats \$2.20.

H:\Private\Clerk Typist\Aa01\BATEMAN 13\Miscellaneous\2012 OFF AIRPORT PARKING Table.docx

ATTACHMENT 2

Survey performed by Little Rock, Arkansas Airport

AIRPORTS WITH OFF AIRPORT PARKING OPERATORS

AIRPORT	FEEs
ABQ (Albuquerque)	\$0.20 per trip and 2% of gross revenues
AUS (Austin)	10 % of gross revenues
BNA (Nashville)	\$75 - \$200 per month per vehicle depending on size Effective 7/1/11 , \$1.50 - \$2.00 per trip when AVI system comes online
CLE (Cleveland)	Deciding on fees
CVG (Cincinnati)	5% of gross revenues
DAY (Dayton)	10% of gross revenues
DCA (Reagan – D.C.)	No off-site operators
EWB (Newark)	8.5% of gross revenues
FLL (Fort Lauderdale)	4% of gross revenues to \$20,000 per month 8% of gross revenues over \$20,000 per month
GNV (Gainesville)	No off-site operators
GRR (Grand Rapids)	No off-site operators, but 7% of gross revenues if one were to start
ICT (Wichita)	No off-site operators
IND (Indianapolis)	10% of gross revenues \$120 per year shuttle fee
JFK (Kennedy – NYC)	8.5% of gross revenues
LAX (Los Angeles)	\$150 annual fee \$1.87 per circuit class 1 vehicles (less than 25 pax) \$2.80 per circuit class2 vehicles (more than 25 pax)
LGA (LaGuardia – NYC)	8.5% of gross revenues
LIT (Little Rock)	6.5% of receipts for occupied parking spaces
MDT (Harrisburg)	10% of gross revenues
MHT (Manchester)	6% of gross revenues
OKC (Oklahoma City)	\$600 annually per vehicle, but reviewing to change
OMA (Omaha)	No Fee
PBI (Palm Beach)	10% of gross revenues
PVD (Providence)	12% of gross revenues

Survey performed by Little Rock Airport

RDU (Raleigh-Durham)	10% of gross revenues
RSW (Southwest Florida)	4% of the first \$20,000 per month of gross revenues, and 8% thereafter
SAT (San Antonio)	9% of gross revenues
SDF (Louisville)	10% of Gross Revenues + \$100 per month, per vehicle
SLC (Salt Lake City)	For use of Commercial Lane: Auto/Station Wagon: \$0.85 Taxi: \$0.85 Van/Limo: \$1.02 Minibus: \$1.57 Bus: \$2.06 \$1.00 per paid transaction paid to City, not airport
TPA (Tampa)	Deciding on fees
TUL (Tulsa)	No fee
YEG (Edmonton, Alberta)	\$4 per trip

I found a lot of information about this subject on the web at www.aboutairportparking.com

ATTACHMENT 3

Pictures of current MKE operators

Clarion Hotel and Airport Parking
5311 So. Howell Ave.



Stay and Park
Package
481-2400

SWEENEY'S GYM





- AIRPORT PARKING -

24 HOUR SHUTTLE

*** Stay & Park Packages ***

Long Term Secured Parking

"Inquire At Front Desk"

POTAWATOMI - BINGO - I
10 MILES NORTH

AIRPORT INN, INC.



2011 Aerial

3RD STREET

HOWELL AVENUE

GRANGE AVENUE

5220

5151

5201

5310

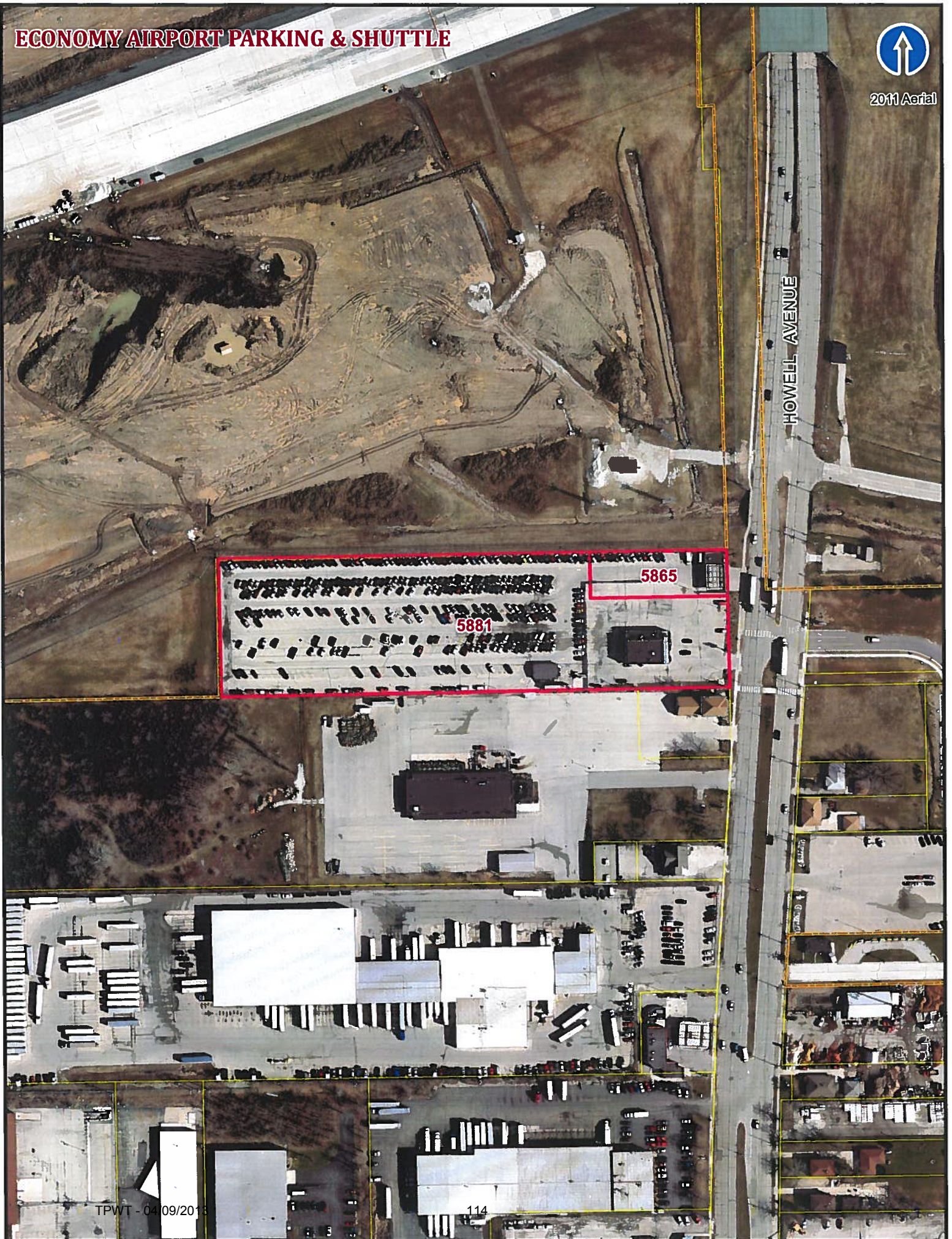
Economy Airport Parking
5881 So. Howell Ave.



ECONOMY AIRPORT PARKING & SHUTTLE



2011 Aerial



Exec Park
5151 So. Howell Ave.

OFFICE SPACE
PARKING SPACES / LAND FOR LEASE
414-934-1550



EXEC PARK

Airport Valet Parking
& 24 Hr. Shuttle Service

414-747-1000

EXEC PARK



2011 Aerial

EDGERTON AVENUE

3RD STREET

HOWELL AVENUE

5151

5220

5201

5310

Fast Park & Relax
5201 So. Howell Ave.



FAST PARK



2011 Aerial

EDGERTON AVENUE

3RD STREET

HOWELL AVENUE

5220

5151

5201

5310

4747 Holdings (Wyndham Hotel)
4747 So. Howell Ave.

4747 HOLDINGS



2011 Aerial

LAYTON AVENUE

HOWELL AVENUE

4747

Syner G Hotel Development

325 E. College Ave.

6448 So. Howell Ave.

FOUR POINTS BY SHERATON



2011 Aerial

COLLEGE AVENUE

239

325

PARKING

6440

PARKING

6460

PARKING

6448

HOTEL

HOWELL AVENUE

ATTACHMENT 4

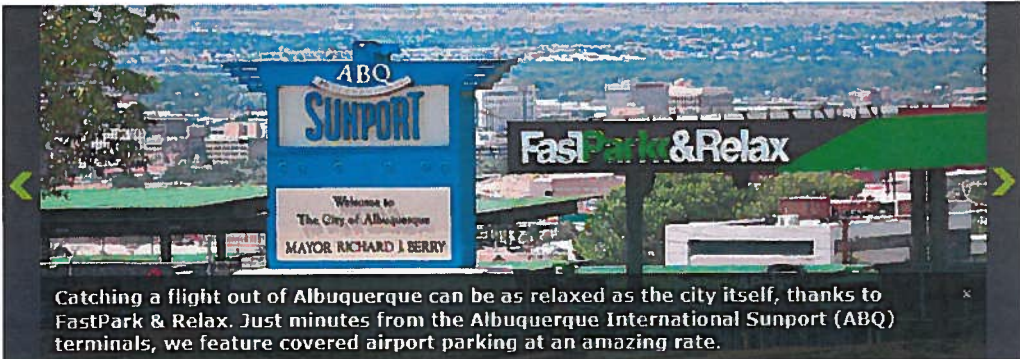
**Website screen shots of FastPark & Relax showing
off-airport fees**

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[→](#)
[http://www.thefastpark.com/location/albuquerque/](#)
[Albuquerque \(ABQ\) Airport...](#)

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Albuquerque FastPark & Relax



Catching a flight out of Albuquerque can be as relaxed as the city itself, thanks to FastPark & Relax. Just minutes from the Albuquerque International Sunport (ABQ) terminals, we feature covered airport parking at an amazing rate.

Username
Password
Login
[Login Assistance](#)


Relax for Rewards




Already a member but do not have a username?
Click here to Register Your Card

CLICK TO

Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport. ➔

User Reviews

On Saturday night I returned to ABQ to find a flat tire on my truck. Your driver provided generous and professional assistance by helping me on his own time after he clocked out. He represented both himself and your company in a commendable fashion and I appreciate it.


John Albuquerque / ABQ

New to FastPark?

It's easy as...

1 2 3

Park Relax Rewards

watch video  find out more ➔

Daily Rate

\$4.58


Everyday Low Rate
(Excluding taxes and Airport Fees)

FastPark & Relax

Location Features

- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

➤ Show More Location Features




[http://www.thefastpark.com/location/austin/](#)
[Austin \(AUS\) Airport Parkin...](#)

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HOME ABOUT US LOCATIONS RELAX FOR REWARDS TRAVEL PLANNING CONTACT US

Austin FastPark & Relax



FastPark's 5-star service has won the hearts of Texans using the Austin-Bergstrom International Airport (AUS) since 2002! We also have over 74 acres of land dedicated to breeding and raising longhorn cattle, creating Austin's most picturesque parking.

NewtoFastPark?

It's easy as...

1 2 3

Park Relax Rewards

watch video find out more

DailyRate

\$7.48


Everyday Low Rate
(Excluding Taxes and Airport Fees)

FastPark&Relax

LocationFeatures


- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

Show More Location Features




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Relax for Rewards




Already a member but do not have a username?
Click here to Register Your Card

CLICK TO Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport.

User Reviews

Glad you have come to RDU. I recently got a coupon for Fast Park off of WRAL's website and figured I would try it. What a difference it has made in my travel days. Consider me a customer for life and thanks for the free parking!


- Greg, Raleigh/RDU - FastPark & Relax

[←](#)
[↻](#)
[http://www.thefastpark.com/location/baltimore-blue/](#)
[Baltimore \(BWI\) Airport Par...](#)

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Baltimore FastPark & Relax-Nursery Rd



Blue Lot Is Now
FastPark & Relax

*New Look,
Same Great Service*



FastPark & Relax

New to FastPark?

It's easy as...

1

2

3

Park Relax Rewards

[watch video](#)
[find out more](#)

DailyRate

\$6.90


Everyday Low Rate
(Excludes Taxes)

FastPark & Relax

Location Features


- Limited Covered Parking Available
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance
(available M-F 6 AM - 8 AM, while supplies last)

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[Login Assistance](#)


Relax for Rewards




**Already a member
but do not have
a username?**
Click here to
Register Your Card

CLICK TO

**Join
Now**



Price Calculator



See the Savings
Click to compare our
prices to the airport.

User Reviews

I have used your facilities
several times in the past and am
well pleased with the service
rendered by your personnel. I
intend to use it again the end of
this month.

**- Richard, Miami/MIA -
Airport Fast Park**
[More Reviews](#)

[http://www.thefastpark.com/location/baltimore-red/](#)
[Baltimore \(BWI\) Airport Par...](#)

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Baltimore FastPark2-Elkridge Landing

Red Lot Is Now

FastPark2

New Look, Same Great Service

NewtoFastPark?

It's easy as...

1 2 3

Park Relax Rewards

[watch video](#)
[find out more](#)

DailyRate

\$7.90

Everyday Low Rate

(Excludes Taxes)

LocationFeatures

- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance *(available M-F 6 AM - 8 AM, while supplies last)*

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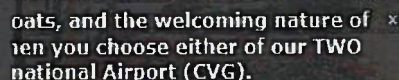
Price Calculator

See the Savings

Click to compare our prices to the airport. ➤

User Reviews

I recently flew out of Orlando to Bogota, Colombia after driving in from Tennessee. I became ill in Bogota and was unable to return home on schedule. I notified your Orlando office via e-mail. The response time was literally minutes assuring me to not worry. This prompt, professional, and courteous ... more



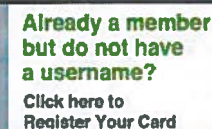
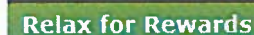
It's easy as...

DailyRate

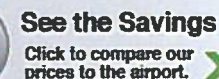
Everyday Low Rate

LocationFeatures

- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance
(available M-F 6 AM - 8 AM, while supplies last)

 Show More Location Features

Price Calculator



User Reviews

Your driver was extremely helpful with information about Cleveland, upcoming events in the Cleveland area, traffic issues, weather, and just overall nice and courteous service. I would like to recommend him for employee of the month. We appreciate the good service.


- Rex, Cleveland/CLE -
Airport East Park

[←](#)
[↻](#)
[http://www.thefastpark.com/location/cincinnati-afp/](#)
[Cincinnati \(CVG\) Airport Pa...](#)

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Cincinnati Airport Fast Park



Cincinnati is known for its unique style of chili, riverboats, and the welcoming nature of our residents. You can experience this friendliness when you choose either of our TWO locations serving Cincinnati/Northern Kentucky International Airport (CVG).

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Relax for Rewards




Already a member but do not have a username?
Click here to [Register Your Card](#)

CLICK TO

Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport. [➤](#)

User Reviews

Last night I came in to Austin on a late flight . My car was out of gas and the battery was dead, because I had left the engine running while I was in New York for six days. The Fast Park employees could not have been more helpful and ... [more](#)

- Lewis, Albuquerque/ABQ - FastPark & Relax

NewtoFastPark?

It's easy as...

123


Park Relax Rewards

watch video find out more [➤](#)

DailyRate

\$6.50


Everyday Low Rate



LocationFeatures

- Complimentary Charging Stations
- No Walking, No Waiting, No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

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[http://www.thefastpark.com/location/cleveland-afp/](#)
[Cleveland \(CLE\) Airport Par...](#)

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HOME ABOUT US LOCATIONS RELAX FOR REWARDS TRAVEL PLANNING CONTACT US

Cleveland Airport Fast Park



We rock when it comes to parking at Cleveland-Hopkins International Airport (CLE)! TWO locations with over 5,000 spaces, give you plenty of reasons to relax on your way out of town. Airport Fast Park features 2500 covered parking spaces and great amenities.

NewtoFastPark?

It's easy as...

1 2 3


Park Relax Rewards

watch video find out more

DailyRate

\$8.00


Everyday Low Rate



LocationFeatures


- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance
(available M-F 6 AM - 8 AM, while supplies last)

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Password
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Relax for Rewards



Already a member but do not have a username?
Click here to [Register Your Card](#)

CLICK TO **Join Now**



Price Calculator

See the Savings
Click to compare our prices to the airport.

User Reviews

I recently joined your Frequent Parker program and parked at your Albuquerque facility for the first time earlier this week. I was greatly impressed, not only with the facility, but with every one of your employees I encountered. The young lady working the gate at 5:00 AM Monday was cheerful, ... [more](#)

Keith Albuquerque / APD

[http://www.thefastpark.com/location/houston-fpr/](#)
Houston (IAH) Airport Parki...

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HOME ABOUT US LOCATIONS RELAX FOR REWARDS TRAVEL PLANNING CONTACT US

Houston FastPark & Relax-Greens Rd

Username
Password
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Relax for Rewards

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Click here to **Register Your Card**

CLICK TO **Join Now**

Price Calculator

See the Savings
Click to compare our prices to the airport. ➔

User Reviews

Just wanted to say "Thanks" for helping me add points to my account from a recent parking stay when I did not have the receipt. You went above and beyond, and I appreciate the help!

- Troy, Austin/AUS - FastPark & Relax

[More Reviews](#)

New to FastPark?

It's easy as...

1 Park
2 Relax
3 Rewards

[watch video](#) [find out more](#)

DailyRate

\$5.52

Everyday Low Rate
(Excludes Taxes and Airport Fees)

FastPark & Relax

Location Features

- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

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<http://www.thefastpark.com/location/houston-fp2/>
[Houston \(IAH\) Airport Parki...](#)

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Houston FastPark2-Will Clayton Pkwy



With TWO locations serving the George Bush Intercontinental Airport (IAH), Fast Park has you covered regardless of your origination. If you're coming via US 59, exit Will Clayton for our FastPark 2 facility which features covered and uncovered parking.

NewtoFastPark?

It's easy as...

1

2

3

[Park](#)
[Relax](#)
[Rewards](#)

[watch video](#)
[find out more](#)

LocationFeatures


- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)


[Show More Location Features](#)

DailyRate

\$5.52

Everyday Low Rate
(Excludes Taxes and Airport Fees)






Map Satellite

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Relax for Rewards




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CLICK TO

Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport. [→](#)

User Reviews

I just wanted to let you know that I parked at your location at the Tucson airport this weekend for the first time and was extremely pleased with my experience. I travel every couple of weeks and had been parking at the airport long term lot. I usually ended up ... [more](#)

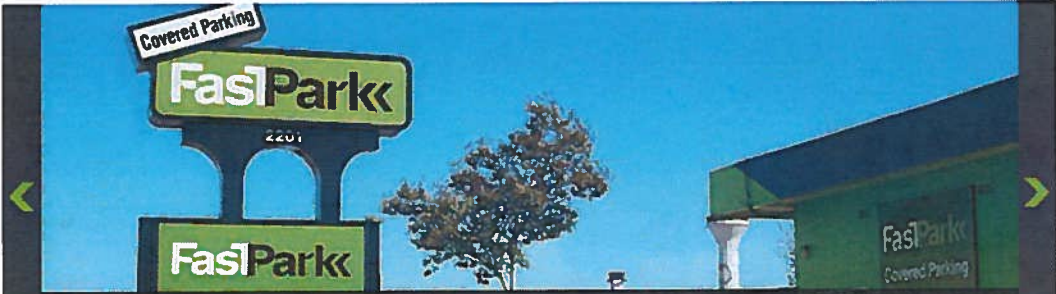
- Rachel, Tucson/TUS - FastPark & Relax

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<http://www.thefastpark.com/location/memphis/>
[Memphis \(MEM\) Airport Pa...](#)

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Memphis FastPark & Relax



Our prime location at Airways and Winchester serves Memphis International Airport (MEM) customers with amenities that will be music to your ears. Try our new covered parking which will protect you and your car from the hot Memphis sun.

[Login Assistance](#)


Relax for Rewards




Already a member but do not have a username?
Click here to Register Your Card

CLICK TO

Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport. [→](#)

User Reviews

Last Saturday, I misplaced my driver's license while travelling from Texas, back home to Cleveland. As it turned out I dropped it on the bus or in the parking lot at Park Place. One of the drivers found it and turned it in to the office. He attempted to contact ... [more](#)

- David, Cleveland/CLE - Park Place Airport Parking

New to FastPark?

It's easy as...

1 2 3

Park Relax Rewards

[watch video](#) [find out more](#)

DailyRate

\$6.59


Everyday Low Rate
(Excludes Taxes and Airport Fees)

FastPark & Relax

Location Features

- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

[Show More Location Features](#)



Miami Airport Fast Park



New to FastPark?

It's easy as...

1 2 3
Park Relax Rewards

watch video find out more

DailyRate

\$8.41

Everyday Low Rate

(Excludes Taxes)



Location Features

- Covered Parking Available
- No Walking, No Waiting, No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

Show More Location Features



Username

Password

Login

Login Assistance

Relax for Rewards



Already a member but do not have a username?

Click here to Register Your Card

CLICK TO
Join
Now



Price Calculator



See the Savings

Click to compare our prices to the airport.

User Reviews

I would like to commend you on your operation and all the employees working there. I have been parking at your lot for several years and have always been treated very nicely. Everyone is always so courteous and helpful.


- Eleanor, Baltimore/BWI -
FastPark & Relax-Nursery Rd

[http://www.thefastpark.com/location/milwaukee/](#)
Milwaukee (MKE) Airport P...

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HOME ABOUT US LOCATIONS RELAX FOR REWARDS TRAVEL PLANNING CONTACT US


Milwaukee FastPark & Relax



Milwaukee is a town brewing with enthusiasm. You can get your fill of this friendliness when you choose FastPark & Relax for your airport parking needs. Located just minutes from General Mitchell International Airport (MKE), we feature exemplary service.

Username
Password
Login
[Login Assistance](#)


Relax for Rewards




Already a member but do not have a username?
Click here to Register Your Card

CLICK TO

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Price Calculator



See the Savings
Click to compare our prices to the airport. >

User Reviews

I don't know who owns Fast Park & Relax, but I would like to take a minute to say thank you. You have an outstanding company, followed by a team of employee's who are helpful, efficient and courteous.

- Paul, Orlando/MCO -
FastPark & Relax


[More Reviews](#)

NewtoFastPark?

It's easy as...

1 2 3

Park Relax Rewards

watch video  find out more >

DailyRate

\$6.63


Everyday Low Rate
(Excludes Taxes)

FastPark & Relax

LocationFeatures

- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

✓ Show More Location Features



Orlando FastPark & Relax



New to FastPark?

It's easy as...

1 2 3
Park Relax Rewards

watch video find out more

DailyRate

\$6.34

Everyday Low Rate

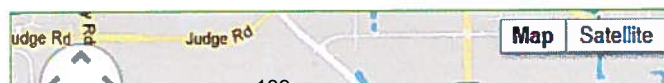
(Excludes Taxes and Airport Fees)

FastPark & Relax

Location Features

- Covered Parking
- Complimentary Charging Stations
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

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Relax for Rewards



Already a member but do not have a username?

Click here to Register Your Card

CLICK TO Join Now



Price Calculator



See the Savings

Click to compare our prices to the airport.

User Reviews

I make the drive from Madison to fly out of Milwaukee partially because I know I can count on Fast Park to keep my vehicle secured while I'm away and transport me to and from the airport quickly and courteously. Thanks for providing such great service!!


- Marianne, Milwaukee/MKE - FastPark & Relax

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<http://www.thefastpark.com/location/raleigh/>
[Raleigh \(RDU\) Airport Parki...](#)

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Raleigh FastPark & Relax



FastPark & Relax, serving the Raleigh Durham International Airport (RDU), is right at home in Raleigh. Featuring geo-thermal heat and water reclamation, and amenities including covered parking and a complimentary car wash, you have to see it to believe it!

[Login Assistance](#)


Relax for Rewards




Already a member but do not have a username?
Click here to Register Your Card

CLICK TO

Join Now



Price Calculator



See the Savings
Click to compare our prices to the airport. [→](#)

User Reviews

I want to extend my heartfelt thanks to the Orlando FPR. Our daughter left her doll on the shuttle bus Monday afternoon on our way home. We didn't realize it until several hours later. The manager on duty knew exactly what I was talking about when I called later that ... [more](#)

- Nanci, Orlando/MCO - FastPark & Relax

New to FastPark?

It's easy as...

1 2 3

Park Relax Rewards

[watch video](#) [find out more](#)

Daily Rate

\$5.45


Everyday Low Rate
(Excludes Airport Fees)

FastPark & Relax

Location Features

- Covered Parking
- Complimentary Car Wash (weather permitting)
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

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[http://www.thefastpark.com/location/tucson/](#)
[Tucson \(TUS\) Airport Parki...](#)

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Tucson FastPark & Relax

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Password
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Click here to [Register Your Card](#)

CLICK TO **Join Now**

Price Calculator

See the Savings
Click to compare our prices to the airport. [➤](#)

User Reviews

I recently tried out FastPark & Relax and I was taken by surprise. I am a frequent traveler and I have used other parking services before. The last time I used one, I noticed seeing the FastPark & Relax shuttle come by. In fact, I saw it come by twice ... [more](#)

- Vu, Memphis/MEM -

NewtoFastPark?

It's easy as...

1 2 3

Park Relax Rewards

[watch video](#) [find out more](#) ➤

DailyRate

\$5.41

Everyday Low Rate
(Excludes Taxes and Airport Fees)

FastPark&Relax

LocationFeatures

- Covered Parking
- No Walking. No Waiting. No Worries® Car to Airport Terminal Service
- Fast and Safe Accommodations To and From the Airport
- Complimentary Luggage Assistance
- Cashier Greeting & Instructions Upon Entrance
- Complimentary Newspaper Upon Entrance (available M-F 6 AM - 8 AM, while supplies last)

[Show More Location Features](#)

ATTACHMENT 5

**Website screen shots of WallyPark showing
off-airport fees**

http://www.wallypark.com/ATL/Rates.php Airport Parking at WallyPar...


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ATL PARKING COMPLIMENTARY BENEFITS PROGRAMS LOCATIONS CONTACT US >> WALLYCLUB

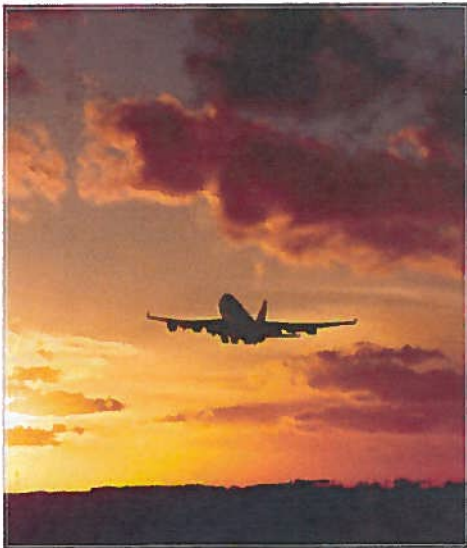
>> PARKING WITH US

RATES
COUPONS
DIRECTIONS
RESERVATIONS

WALLYCLUB
FREQUENT PARKERS
Join WallyClub
Today!



ATLANTA



Parking Rates

>>> AFFORDABLE LUXURY AND CONVENIENCE

\$13.00 per day *	VALET PARKING
\$12.00 per day *	COVERED SELF PARKING
\$9.50 per day *	Uncovered SELF PARKING

WallyClub Members: Park 7 Days, Earn 1 Day of Free Parking

>>> DISCOUNTS

AAA Members & Military

\$11.00 per day *	VALET PARKING
\$9.00 per day *	COVERED SELF PARKING
\$8.00 per day *	Uncovered SELF PARKING

Senior Citizen Discount (Age 55+)

\$11.00 per day *	VALET PARKING
\$8.50 per day *	COVERED SELF PARKING
\$8.00 per day *	Uncovered SELF PARKING

Corporate Discount Programs

Please visit our [Corporate Accounts](#) page for details.

Carwash Services

WallyWash: Hand wash with lambs wool mitts, towel dried, tires and wheels cleaned, interior vacuum, wipe down dash and console and spot free glass.

WallyWash Rates

Cars: \$18.95
Trucks, Vans, SUVs: \$21.95

WallyPark Premier Parking, ...

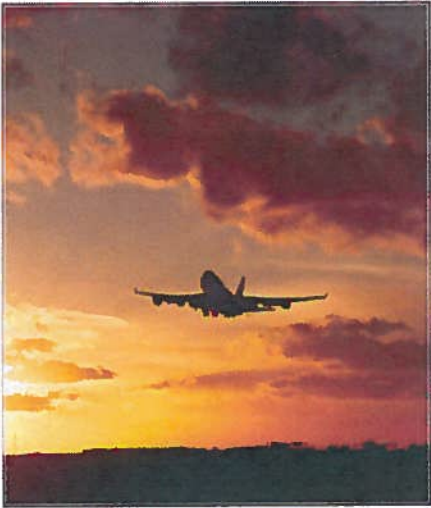
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http://www.wallypark.com/DIA/rates.html

WallyPark

HOME DIA PARKING COMPLIMENTARY BENEFITS PROGRAMS LOCATIONS CONTACT US WALLYCLUB

DENVER



Our Rates

»» AFFORDABLE LUXURY AND CONVENIENCE

Self Parking	\$11.95 per day *
Valet Parking	\$15.95 per day *
Discounts:	
WallyClub Members	15% daily on Valet or Self-Park **
AAA Members	25% daily discount **
Senior Citizens (Age 55 or older)	15% daily discount **
Military Discount	15% daily discount **
Corporate Discount	Visit our Corporate Account Program .
Travel Agency Discount	\$2 daily discount per day or 1 Day Free with minimum 3-day stay And Free days – Visit our Travel Agency Program .

* A charge of \$2.00 per half hour is applied up to the maximum posted rate. Hourly charges will never exceed the daily rate.

Rates are subject to change without notice.

** Discounts may not be combined with any other discounts, coupons or offers.

For more information, please call: (888) 809-2559 or (303) 342-0500

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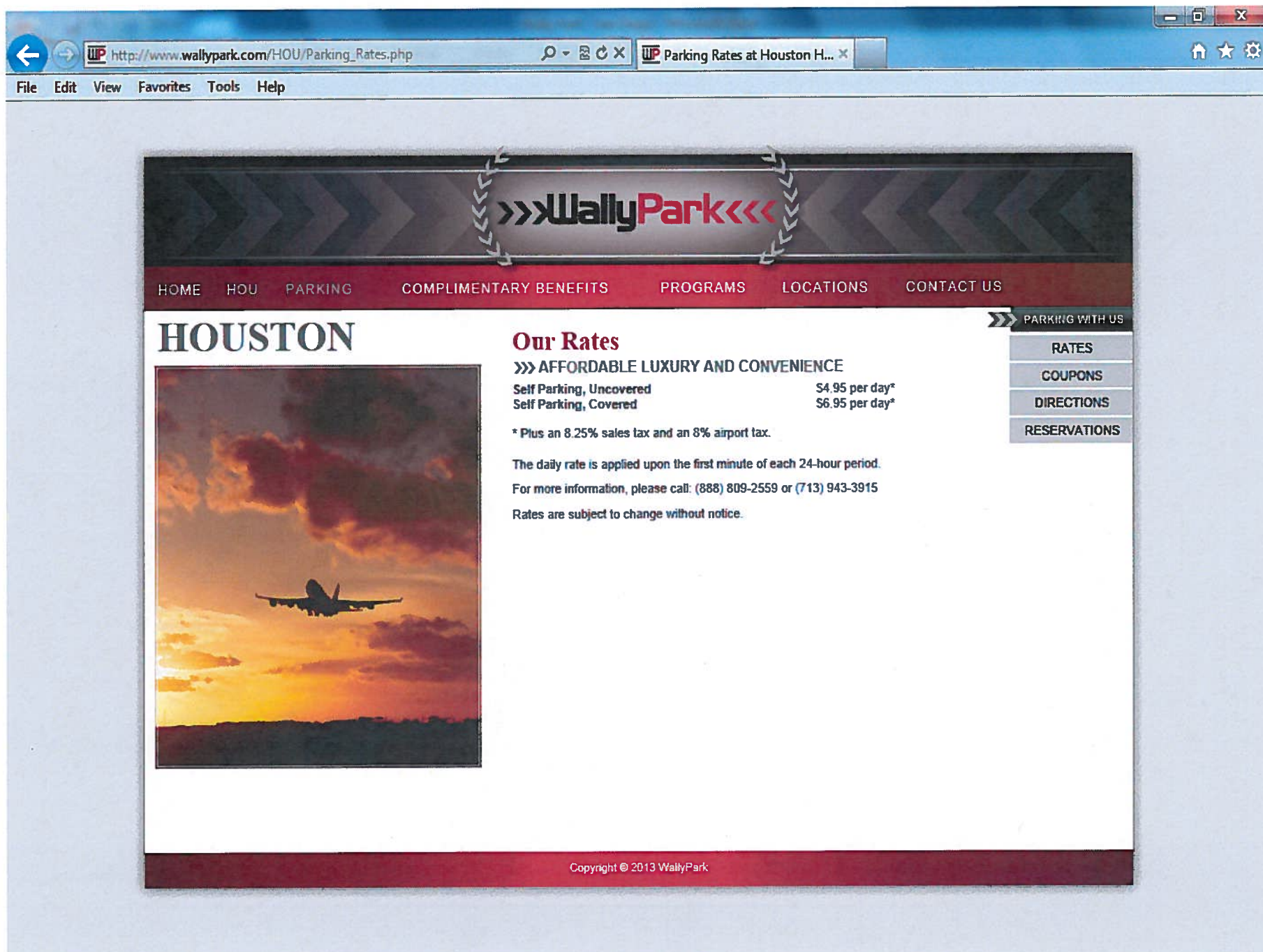
RESERVATIONS

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FREQUENT PARKERS

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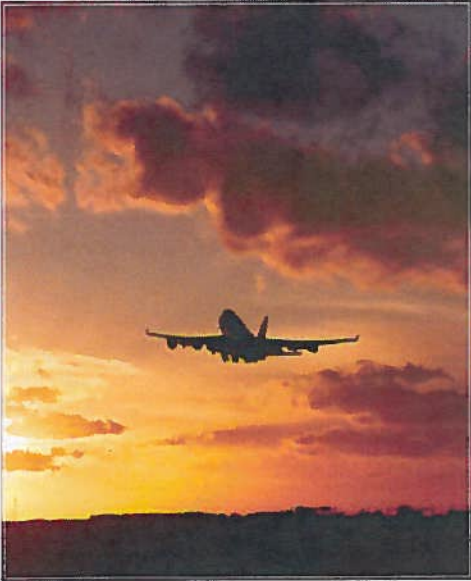
WallyPark Premier Parking, ...

http://www.wallypark.com/LAX/laxRates.html

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HOME LAX PARKING PREMIUM SERVICES PROGRAMS LOCATIONS CONTACT US WALLYCLUB

LOS ANGELES



Parking Rates

>>> AFFORDABLE LUXURY AND CONVENIENCE

\$12.95 per day *	ROOFTOP PARKING <small>(AAA, Military, Senior discount or wallypark.com coupon cannot be used with this rate).</small>
\$13.95 per day *	OUTDOOR SELF PARKING <small>(AAA, Military, Senior discount or wallypark.com coupon cannot be used with this rate).</small>
\$18.95 per day *	Covered SELF-PARK
\$20.95 per day *	Covered VALET PARKING
\$99.95 per week *	WEEKLY SPECIAL <small>(Covered Self Park Only) Must Stay seven days to qualify Additional days will be prorated at the weekly special plus 10% city tax. (AAA, Military, Senior discount or wallypark.com coupon cannot be used with this rate).</small>

\$3.00 for every 30 minutes up to the maximum posted rate.

~ Car Care Services Available ~
see below

*Plus a 10% city parking tax. Certain restrictions may apply.

FREE AIRPORT SHUTTLE

MOTORCYCLES AND SCOOTERS PROHIBITED

Open 24 Hours

THIS CONTRACT LIMITS OUR LIABILITY. READ IT!

The ticket you receive from WallyPark is your only contract. It licenses you to park and lock your vehicle in a designated area at your sole risk and at posted

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NEWARK

Grand Opening Special

\$9.95/day*

*Limited time offer. Some Restrictions Apply

Parking Rates

» AFFORDABLE LUXURY AND CONVENIENCE

VALET PARKING	\$19.95 per day *
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WallyClub Members: Free membership. Earn points towards FREE Parking

Discounts

Senior Citizens (Age 55 or older)	15% daily discount **
Military Discount	15% daily discount **

*Rates shown do not include sales tax (15%).
A charge of \$3.00 per half hour is applied up to the maximum posted rate. Hourly charges will never exceed the daily rate.
Rates are subject to change without notice.
**Discounts may not be combined with any other discounts, coupons or offer.
For more information, please call: (973) 273-4699

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WallyPark Premier Parking, ...

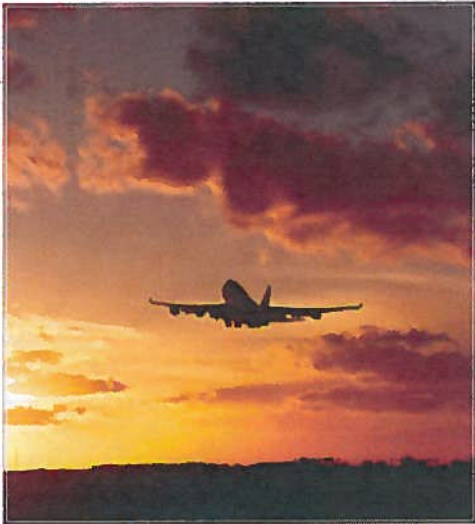
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http://www.wallypark.com/PHL/rates.html

WallyPark

HOME PHL PARKING COMPLIMENTARY BENEFITS PROGRAMS LOCATIONS CONTACT US WALLYCLUB

PHILADELPHIA



Our Rates

>>> AFFORDABLE LUXURY AND CONVENIENCE

Uncovered Self Parking \$14.95 per day *

Discounts:

WallyClub Members	15% daily discount **
AAA Members	15% daily discount **
Senior Citizens (Age 55 or older)	15% daily discount **
Military Discount	15% daily discount **

Corporate Discount Visit our [Corporate Account Program](#).

Travel Agency Discount \$1.50 daily discount per day or 1 Day Free with minimum 3-day stay And Free days for Agents – Visit our [Travel Agency Program](#).

* Plus a 6.21% city tax.

A charge of \$3.00 per half hour is applied up to the maximum posted rate. Hourly charges will never exceed the daily rate.

Rates are subject to change without notice.

** Discounts may not be combined with any other discounts, coupons or offers.

For more information, please call: (610) 521-5050

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SAN DIEGO



Our Rates

>>> AFFORDABLE LUXURY AND CONVENIENCE

Self Parking	\$11.00 per day
Discounts:	
AAA Members	15% daily discount **

A charge of \$3.00 per hour is applied up to the maximum posted rate. Hourly charges will never exceed the daily rate.

Rates are subject to change without notice.

** Discounts may not be combined with any other discounts, coupons or offers.

For more information, please call: (619) 758-7600

>>> PARKING WITH US

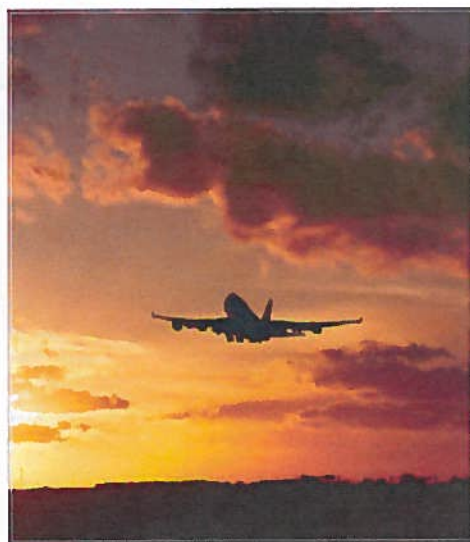
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Rates - Self Park Only Location



\$10.95

\$59.95 (7-day) **

Plus applicable city taxes and fees.

15% OFF

15% off**

15% off**

25% off

A charge of \$1.50 per half hour is applied up to the maximum posted rate. Hourly charges will never exceed the daily rate.

* Plus applicable taxes (state sales tax - 9.5% and city tax - \$0.90 for stays less than 2 hours and \$3.00 for stays greater than 2 hours) and airport access fee of \$2.30 per transaction.

**** Discounts may not be combined with any other discounts, coupons or offers and do not apply to weekly rates.**

These rates apply to WallyPark Self-Park Only located at:

2803 S. 188th Street

Seatac, WA 98188

(206) 241-3152

Directions

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RESTAURANTS



ATTACHMENT 6

Website screen shots of LAZ-Fly

Premier Parker

[Log In](#)


We're Minutes from the Airport!
I91 Take Exit 40 to Rt. 75


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\$40.00
Premier Self
**This is a prepay special only!*

\$50.00
Economy Valet
**This is a prepay special only!*

IS ALL YOU'LL PAY NO MATTER HOW LONG YOU DECIDE TO STAY
ALL FEE'S INCLUDED!!

Sign up for email alerts

Email Address:

[Sign up](#)

Why Pay Twice As Much for Airport Parking?

7th Day of Parking Always Free!

Premier Parking

SELF PARK \$40 SPECIAL NO MATTER HOW LONG YOU STAY!

- Lowest corporate rates at Bradley International Airport
- Airport shuttle pick-up within 5 min.
- Express exit check-out
- Quickest access to and from I91
- Car Care services available
- Valet and Self parking available

Rates

\$4.95-\$8.75 Daily


[Book Now!](#)


Exit 75 North
.1 miles on right & left

860-623-0228

Economy Parking

VALET PARKING \$50 SPECIAL NO MATTER HOW LONG YOU STAY

- Lowest parking prices at Bradley International Airport
- AARP & AAA members discounted parking
- All competitor coupons accepted
- Valet and Self parking available

Rates

\$4.50-\$7.60 Daily



Book Now!



Exit 75 North
.5 miles on left

860-623-4993



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LazFly Airport Parking, 24, 35, 110 Ella Grasso Turnpike, Windsor Locks CT 06096

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ATTACHMENT 7

Syner G Hotel & Parking Lot applicant information



Plan Commission Report

ITEM: 6c

DATE: March 12, 2013

PROJECT: Plan Review- Syner g Hotel Development

ADDRESS: 239 & 325 E. College Avenue and 6440, 6460, & 6448 S. Howell Avenue

TAX KEY NO: 719-9995, 719-9007, 719-9002-001, 719-9987-002, & 719-9986

STAFF RECOMMENDATION: That the Plan Commission approves the site, building, and landscaping plans for Syner g Hotel Development subject to the following conditions:

1. That all building and fire codes are met.
2. That the final site grading, drainage, and stormwater management plans are reviewed and approved by the Engineering Department prior to the issuance of building permits.
3. That the final utility plans are approved by the Water & Sewer Utility prior to the issuance of building permits.
4. That the lighting plan is approved by the Electrical Inspector prior to the issuance of building permits.
5. That the building plan for the off-premise airport parking is approved by the Plan Commission prior to the issuance of building permits.
6. That the applicant receives approval from the Wisconsin DNR for any modification to onsite wetlands prior to the issuance of building permits.
7. That the final landscaping plan is by the City Forester and Department of Community Development prior to the issuance of building permits.
8. The existing structures located on the properties and the structures along College Avenue are removed prior to the issuance of building permits.

Ownership: Syner G Oak Creek, LLC

Size: 21.33 acres

Existing Zoning: B-4 (PUD), Highway Business Planned Unit Development & FW, Floodway

Adjacent Zoning: north – B-2, Community Business & City of Milwaukee
east – P-1, Park District & FW, Floodway
south – B-2, Community Business & B-4 (CU), Highway Business
west – M-1, Manufacturing, I-1, Institutional, B-2, Local Business & B-4, Highway Business

Comprehensive Plan: Planned Business

Wetlands: As indicated on general development plan

Floodplain: Yes, there is floodplain and flood fringe on this property.

Official Map: No officially mapped streets affect these parcels.

Commentary: In 2012 the Common Council passed Ordinance number 2663, approving amended conditions and restrictions and a general development plan for the Syner G hotel and airport parking proposal for the properties at 239 & 325 E. College Avenue and 6440, 6460, 6448, & part of 6508 S. Howell Avenue. Also in 2012, the Common Council and the developer requested an amendment to the original Tax Incremental Finance request, which reduced the City's financial contribution from \$4.5 million dollars to \$2.75 million.

The applicant is proposing a four-story, 108 room Four Points Sheraton hotel on S. Howell Avenue. In addition, the applicant is proposing an off-premise airport parking lot (LAZ-Fly) containing 1187 spaces. The primary entrance to the parking lot will be off of S. Howell Avenue. The proposed building for the LAZ-Fly is being revised to meet our architectural standards and will be reviewed at a later date.


The proposed building will be finished primarily with fiber cement panels and brick with aluminum and stone trim. The elevation drawings in your packet are the most recent rendering of the hotel. Earlier drawings showed the portion extending outward on the west elevation having brick with a stone trim matching the north elevation. Staff was told that the hotel representative requested that this portion of the west elevation not have brick and that they wanted the windows and door entrance to make a straight line creating a distinct look. In addition, the recent elevations drawings show that the rooftop mechanicals are not screened from view. The applicant will need to revise their plan to screen the mechanicals.

The applicant is proposing landscaping around the entire site and currently shows plantings atop the sanitary sewer which will need to be removed from the plan. The berm has been designed such that the berm is approximately six feet in height from the southern property line. The highest point of the berm is nearest the hotel and gently slopes downward towards the east. As outlined in the PUD condition and restrictions, the landscaping meets the minimum of one tree and five shrubs for every 35 linear feet of berm. The City Forester has suggested revising their plan to increase the diversification of proposed species and recommends having a 7-foot buffer between fire hydrants and any trees.

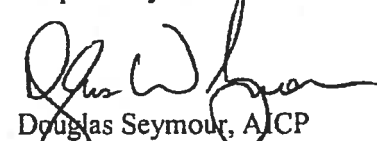
The applicant is proposing two monument signs, one for the hotel and one for the off-premise parking lot. The proposed signs meet the sign code. However, the applicant will need to request a sign variance to allow for two monument signs for one parcel as outlined in Section 9F.

The site map shows a sanitary sewer line running through a wetland on the site. Before the sewer line can be installed, the applicant will need show they have the authorization from the Wisconsin DNR to modify the onsite wetlands.

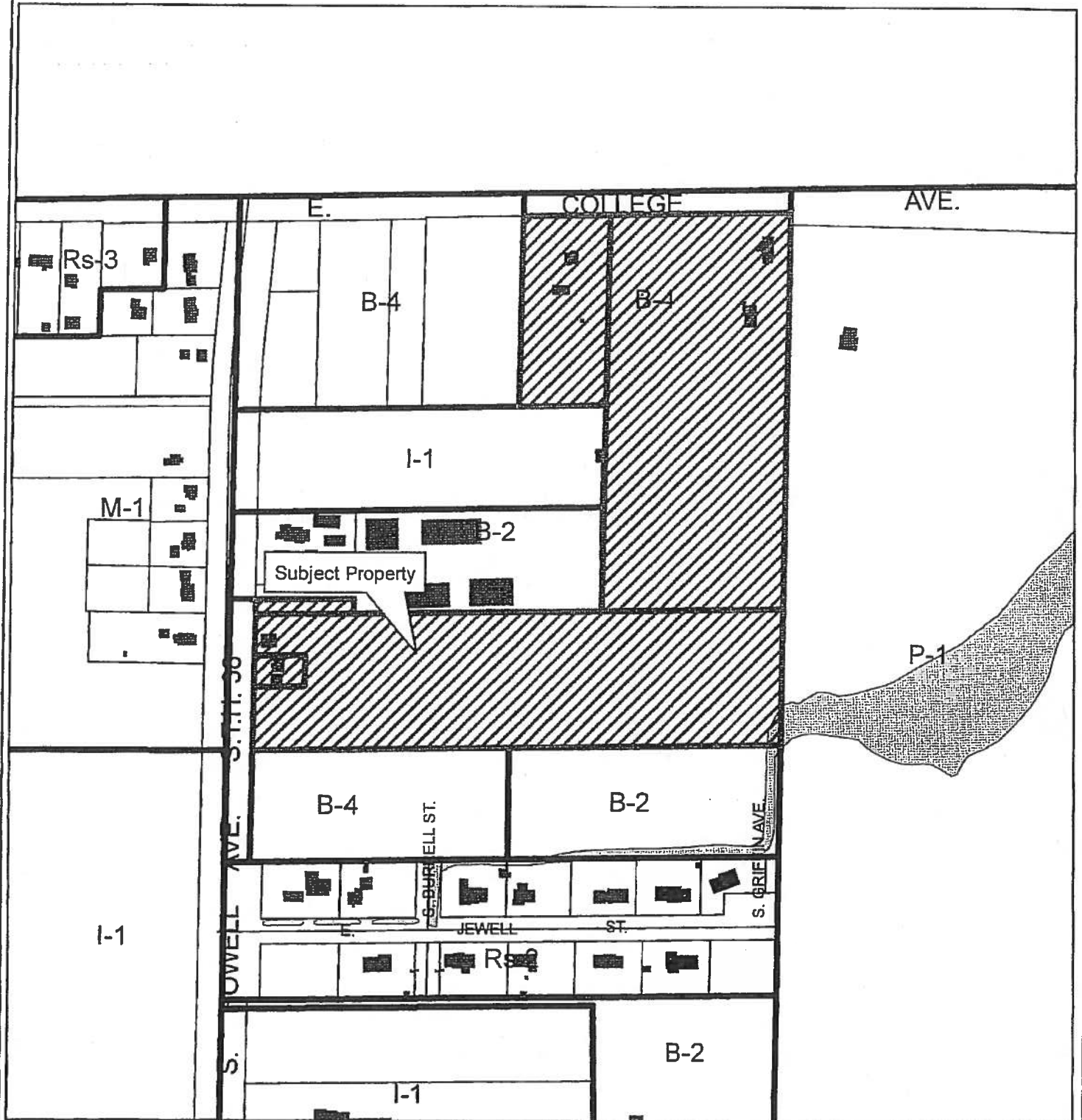
Prepared by:


Peter Wagner
Zoning Administrator/Planner

Respectfully Submitted:

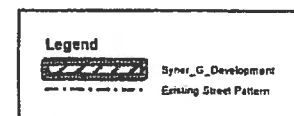
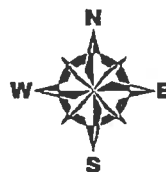

Douglas Seymour, AICP
Director of Community Development

Synerg Hotel Development Plan Review Location Map.



OakCreek

Department of Community Development
TPWT - 04/09/2013



TAX KEY NO. 719-9987-002
ADDRESS: 6448 S. HOWELL AVENUE

PARCEL 5:

PARCEL 1 OF CERTIFIED SURVEY MAP NO. 5458, RECORDED ON SEPTEMBER 17, 1990 ON REEL 2490, IMAGE 1654, AS DOCUMENT 6417849, BEING A REDIVISION OF CERTIFIED SURVEY MAP NO. 5392 AND UNPLATTED LANDS, IN THE NORTHWEST ¼ OF THE NORTHWEST ¼ OF SECTION 4, TOWNSHIP 5 NORTH, RANGE 22 EAST, IN THE CITY OF OAK CREEK, COUNTY OF MILWAUKEE, STATE OF WISCONSIN.

TAX KEY NO. 719-9007
ADDRESS: 325 E. COLLEGE AVENUE

1. REQUIRED PLANS, EASEMENTS, AGREEMENTS AND PUBLIC IMPROVEMENTS

- A. By virtue of the adoption of Ordinance No. 2663, a General Development Plan (see EXHIBIT "A") for the planned unit development has been approved by the City of Oak Creek Common Council upon recommendation of the Plan Commission. Any addition or substantive change to the planned unit development subsequent to construction and occupancy shall be considered a new and separate proposal, and shall be required to comply with all of the review and approval requirements of this district, including the requirement for submittal of development plans and the conduct of public hearings.ⁱ
- B. Detailed site, building, landscaping, and lighting plans shall be approved by the Plan Commission for each phase of the development.
- C. For each phase of the development, site grading and drainage, stormwater management and erosion control plans shall be submitted to the City Engineer for approval, if required. Strict adherence to the approved grading plan will be required of the owners during and after construction.
- D. A Development Agreement shall be completed between the owner and the City, if deemed necessary by the City Engineer, so as to ensure the construction or installation of public or other required improvements.
- E. Plans and specifications for any necessary public improvements within developed areas (e.g. sanitary sewer, sidewalk, water main, storm sewer, etc.) shall be subject to approval by the City Engineer.
- F. If required by the City of Oak Creek, public easements for telephone, electric power, sanitary sewer, storm sewer and water main shall be granted. Said easements shall be maintained free and clear of any buildings, structures, trees or accessory outdoor appurtenances. Shrubbery type plantings shall be permitted; provided there is access to each of the aforementioned systems and their appurtenances.
- G. If there are any future land divisions, a plat or certified survey map shall be prepared, submitted for approval and recorded. Lots within the boundaries of this Planned Unit Development are not required to have public street frontage as long as the appropriate access easements are established and are included on any future any certified survey map or plat.
- H. All new electric, telephone and cable TV service wires or cable shall be installed underground within the boundaries of this property.

2. PARKING AND ACCESS

- A. Off street parking for sites within this planned unit development shall be provided based on Section 17.0403(j)(1) of the Municipal Code.
- B. Other parking arrangements, showing traffic circulation and dimensions, shall be submitted to the

Plan Commission for approval.

- C. Parking within this development shall be limited to those areas designated on the approved site plan.
- D. There must be an emergency access route provided between S. Howell Avenue and E. College Avenue constructed with the first phase of this development (The Hotel on S. Howell Avenue the Airport parking lot). The route location and emergency access plans must be approved by the Fire Department. The location of this access road may be changed if future development requires it, however any relocation shall require the approval of the Plan Commission and Fire Department.
- E. There shall be a designated area shown on any site plans for the E. College Avenue development that would provide cross-access to the parcels to the west.
- F. Public sidewalks are required along S. Howell Avenue and E. College Avenue.
- G. There shall be pedestrian connections (sidewalks, pathways, and/or between all development (hotels, retail, restaurant) on the E. College Avenue portion of this development.
- H. All parcels shall have access to either a public street or have the appropriate easements to provide access to a public street.

3. LIGHTING

- A. All plans for outdoor lighting shall be reviewed and approved by the Electrical Inspector. All lighting shall have cut-offs to shield adjacent property owners.
- B. The hotel(s) must be marked and lighted in accordance with FAA Advisory circular 70/7460-1 Change 2, Obstruction Marking and Lighting, red lights – Chapters 4, 5 (Red) , and 12.
- C. Any changes to building heights and/or locations may require resubmittal to the FAA for determination on lighting requirements.

4. LANDSCAPING

- A. Landscaping. To assure a diversity of color, texture and year round interest, the total number of trees must be comprised of a minimum 50% evergreens, but no more than 70% evergreens.
- B. Landscape Screening Berm. In order to provide a visual screen to the activities on this property, appropriate landscape materials shall be placed on an earthen berm located along the southern edge of the long-term parking area. The height of this berm shall be determined by the Plan Commission at the time of site plan approval. The berm shall be landscaped with materials of a height and species to provide a year-round visual screen to screen the long term parking operations from the properties to the south. Minimum planting sizes for coniferous trees on the berm shall be (6) feet in height. The minimum planting size for any deciduous tree must be 2.5" d.b.h. There shall be a minimum of one tree and 5 shrubs for every 35 linear feet of berm however the Plan Commission has the right to increase the number and size of plantings.
- C. Submittal Requirements. A detailed Landscape Plan (to scale) must be submitted which includes details of all proposed landscaping, buffering and screening, including the estimated cost of the landscaping. These plans shall be prepared by a landscape professional and show the location and dimensions of all existing and proposed structures, parking, drives, right-of-ways and any other permanent features, and all other information required by the Plan Commission, including but not limited to the following:

1. A plant list and coverage chart showing the location, quantity, size (at time of planting and at maturity), spacing and the scientific and common names of all landscape materials used.
2. The location and type of existing trees over four (4) inches in diameter (measured six (6) inches above the ground) within the area to be developed.
3. The location and percent of slope of all proposed berms using one (1) foot contours.
4. Detailed sections showing elevations of all proposed architectural features, such as walls, lighting or water features.
5. Methods used in staking, mulching, wrapping or any other early tree care used.
6. All public and private easements, fire hydrants and fire department connections shall be shown on the landscape plans.
7. All landscaping shall be in accordance with Section 17.1010 of the Code of Ordinances.

5. BUILDING AND PARKING SETBACKS

	Front and Street Setback	Rear Setback	Side Setback
Principal Structures	25 ft.	25 ft.	15 ft.
Accessory Structure	25 ft.	5 ft.	5 ft.
Parking and Drives*	10 ft.	5 ft.	5 ft.

*The off-premise long-term parking lot shall maintain a minimum setback of 30 feet from the southern property line

6. LOT DIMENSIONS

- A. All lots must meet the dimensional requirements of the B-4, Highway Business District (Section 17.0315 of the Zoning Ordinance).

7. BUILDING HEIGHT, AREA AND STANDARDS

- A. Principal buildings shall meet the height limitations set forth by the Federal Aviation Administration and General Mitchell International Airport but in no event shall any building exceed 60 feet in height. Any height variances from the FAA or Milwaukee County are the responsibility of the project applicant.
- B. The overall greenspace for the planned unit development shall be a minimum of 30 percent.
- C. Building architecture shall meet or exceed the requirements set forth in Section 17.1009 of the City of Oak Creek Code of Ordinances

8. MAINTENANCE AND OPERATION

- A. The maintenance of all common areas shall be the responsibility of a property owners association.
- B. The number, size, location and screening of appropriate solid waste collection units shall be subject to approval of the Plan Commission as part of the required site plan(s). Solid waste collection and recycling shall be the responsibility of the owner.
- C. Removal of snow from off-street parking areas, walks and access drives shall be the responsibility of the

owners.

- D. The construction, operation and maintenance of all stormwater management ponds shall be in accordance with FAA requirements for Hazardous Wildlife Attractants on or near Airports.

9. SIGNS

- A. A planned sign program shall be submitted reviewed by the Plan Commission for this entire development, or for each phase of development if phasing is used, to set a common theme for sign construction, placement, materials, and illumination methods.
- B. Monument signs shall not exceed eight (8) feet in height and shall not exceed 100 square feet on any one side nor more than 200 square feet on all sides for any premises.
- C. Each building shall be allowed two (2) wall signs.
- D. No pylon or pole signs shall be permitted within this Planned Unit Development.
- E. All other signs shall conform to the provisions of Sec. 17.0706 of the Municipal Code.
- F. Any deviations from the proposed sign regulations contained within these conditions and restrictions shall require a sign variance in accordance with Section 17.0715 of the Municipal Code.

10. PERMITTED USES

- A. Hotels and motels
- B. All permitted uses in the B-4, Highway Business District.
- C. Off-premise parking lots as an accessory use by patrons of the hotels and the general public for long-term airport parking. There shall be no long term parking or storage of semis, trailers, equipment, or materials unrelated to airport and hotel guest parking.
- D. Pet grooming and boarding services as an accessory use to the hotels and long-term airport parking lot provided that no outdoor areas shall be within 300 feet of any residential zoning district boundaries.
- E. Limited automotive service (detailing, car washing, oil change, paintless dent repair, and related services) as an accessory use to the hotels and long-term airport parking.
- F. All other usual and customary accessory uses to the above listed permitted uses.

11. PHASING

Construction of the long-term airport parking and its accessory uses shall not commence until building permits have been issued for at least one (1) hotel within this planned unit development.

12. OTHER REGULATIONS

- A. Compliance with all other applicable City, State and Federal regulations not heretofore stated or referenced, is mandatory.
- B. A daily fee of \$0.50 per vehicle (for the long term parking only) shall be payable to the City of Oak Creek.

13. TIME OF COMPLIANCE

The developer of this planned development shall begin installing the public improvements, and related private improvements, for this development that are required in the approved development agreement within twenty-four (24) months from the date of the adoption of the ordinance (November 7, 2014) approving this planned development zoning. All of these public improvements, for the entire planned development, must be completed within 36 months of the adoption of the aforementioned ordinance approving this planned development. This PUD shall expire 36 months from the date of adoption if building permits have not been issued for the first hotel and airport parking lot.

14. ACKNOWLEDGEMENT

The approval and execution of these conditions and restrictions shall confirm acceptance of the terms and conditions hereof by the owner, and these conditions and restrictions shall run with the property unless revoked by the City, or terminated by mutual agreement of the City and the owner, and their subsidiaries, related entities, successors and assigns.

Owner's authorized representative

Date

(please print name)

General Development Plan

Oak Creek, Wisconsin

E. COLLEGE AVE.

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(Item) From the Director, Department of Transportation, requesting that Milwaukee County enter into agreements with off-airport parking operators to establish fees for the use of the airport and amend Section 4.33 of the Milwaukee County Code of General Ordinances to establish an off-airport parking operator privilege fee at General Mitchell International Airport, by recommending adoption of the following:

RESOLUTION/ORDINANCE

WHEREAS, federal regulations require that airports be as self-sustaining as possible and that all airport users pay a reasonable and fair rental for the use of airport property; and

WHEREAS, the requirements of these federal regulations are reflected in Milwaukee County Ordinance 4.02(1):

No person shall use the county's airports or any portions thereof for the conduct of a commercial enterprise, or other form of revenue producing activity, without first obtaining authorization therefor from the proper authorities of the county by means of a written agreement, lease, license, or permit and paying the rentals, fees and charges as established therefor; and

WHEREAS, consequently, all Airport users pay fees, rent, or a percentage of gross receipts based on the use of the Airport; and

WHEREAS, the County also collects fees from "off-airport" businesses that derive their revenues from airport-generated business, for example, currently assesses an 8% off-airport catering fee, and a 6 ½% off-airport rental car fee; and

WHEREAS, off-airport parking operators, however, do not currently pay an appropriate fee relative to their use of the Airport and the revenues generated from that use; and

WHEREAS, Airport staff recommends that Milwaukee County enter into agreements with off-airport parking operators to establish a privilege fee of \$38.51 per space per year for a period of three years, effective January 1, 2014; and

WHEREAS, for those off-airport parking operators who do not enter into an agreement, the operator shall fall under the County Ordinance which establishes a similar fee; and

WHEREAS, the Transportation, Public Works and Transit Committee, at its meeting on March 6, 2013 recommended approval (vote) that Milwaukee County

enter into agreements with off-airport parking operators to establish fees for the use of the airport and to amend Section 4.33 of the Milwaukee County Code of General Ordinances to establish an off-airport parking operator privilege fee at General Mitchell International Airport, now, therefore,

BE IT RESOLVED that the Director, Department of Transportation, and the County Clerk hereby authorized to enter into agreements with off-airport parking operators to establish fees for the use of the airport and to amend Section 4.33 of the Milwaukee County Code of General Ordinances to establish an off-airport parking operator privilege fee at General Mitchell International Airport to become effective January 1, 2014.

AN ORDINANCE

To amend Section 4.33 of the General Ordinances of Milwaukee County, relating to Off-Airport Fees and Charges at County Airports.

SECTION 1. Section 4.33(3) of the General Ordinances of Milwaukee County, is hereby created to read:

Section 4.33(3). Off-Airport Parking Operator Privilege Fee

(a) Purpose. It is the intent of this subsection that for and in consideration of the use of the facilities of General Mitchell International Airport ("Airport") and the business generated by the Airport, and further, in and for consideration of the business benefits received by the Off-Airport Parking Operators from their use of Airport facilities, the Airport agrees to allow and authorizes the Off-Airport Parking Operators to do business at the Airport under the terms, conditions and restrictions identified herein, including imposition of a fee upon the Off-Airport Parking Operators for the privileges, opportunity, benefits and authorization provided for in this subsection.

(b) Definitions.

(i) Airport Customer. For the purpose of this Section 4.33(3) only, Airport Customer is defined as any customer arriving at the airport terminal intending to travel by air and using the Airport for such purpose, or patrons and tenants of the Airport, any of whom use the vehicle parking and related services of an Off-Airport Parking Operator.

(ii) Courtesy Vehicle. A Courtesy Vehicle is a motor vehicle transporting Airport Customers and which is further identified and defined in Section 4.01(13) and Section 4.05.04 of these Milwaukee County Ordinances.

(iii) Off-Airport Parking Operator. An Off-Airport Parking Operator is a

93 business association, entity or enterprise which operates a parking
94 business off or outside of the Airport premises and, without being party to
95 a concession agreement with the Airport, transports Airport Customers by
96 means of a Courtesy Vehicle to or from Off-Airport facilities or the Airport
97 for the purpose of providing vehicle parking or related services for said
98 Airport Customer.
99

100 (iv) Parking Space. A Parking Space is defined as any physical
101 location at the Off-Airport Parking Operator's parking business made
102 available for the parking of any vehicle that is capable of being licensed
103 for operation on roadways in the County. A Parking Space shall be
104 considered to be operated if that space is available for parking at any time
105 during a calendar year. Parking Spaces dedicated to a Hotel Stay/Park
106 Program shall not be considered a Parking Space within the meaning of
107 this section.
108

109 (v) Hotel Stay/Park Program. A Hotel Stay/Park Program shall be
110 defined as a promotion offered by a hotel or motel that includes within the
111 room rate a provision for a guest to park a single vehicle for no more than
112 fourteen (14) consecutive days.
113

114 (c) Privileges.
115

116 (i) The Off-Airport Parking Operator is authorized to do business at
117 the Airport, to provide vehicle parking or related services, to arrange for
118 and operate its Courtesy Vehicles on the public roadway at the Airport by
119 the most direct route authorized by the Airport Director, and to pick up and
120 deliver Airport Customers, all in accordance with Chapter 4 of Milwaukee
121 County Ordinances, as well as all other rules, regulations and procedures
122 of the Airport.
123

124 (ii) The Off-Airport Parking Operator will provide pickup and delivery
125 service only for Off-Airport Parking Customers. Courtesy Vehicles are
126 expressly prohibited from transporting customers for any reason other
127 than to take them to Off-Airport Parking Facilities for the sole purpose of
128 vehicle parking. The Off-Airport Parking Operator's Courtesy Vehicles
129 (and drivers of same), which are operated by the Off-Airport Parking
130 Operator shall, at all times, comply with and be regulated by Section
131 4.01(13), Section 4.05.04, and all other applicable Milwaukee County
132 Ordinances.
133

134 (iii) The Off-Airport Parking Operator shall operate on the airport in a
135 safe and orderly fashion and shall not allow its agents, servants or
136 employees to solicit, in any way, any business on the airport. The Off-
137 Airport Parking Operator will not allow its agents, servants or employees
138 to engage in any open or public disputes or conflicts tending to be

139 incompatible with the best interests of the traveling public. The Airport
140 shall have the right to resolve all such disputes or conflicts by the same
141 procedure as that identified in Section 4.05.04(8) applicable to permit
142 revocations.

143
144 (iv) The authority and permission identified herein and granted to an
145 Off-Airport Parking Operator is not exclusive and shall in no way establish
146 or vest any priority use of the facilities relative to other commercial users
147 of the Airport, nor does it restrict the Airport from assigning exclusive or
148 priority use of airport facilities to others.

149
150 (v) This subsection authorizes an Off-Airport Parking Operator to pick
151 up and discharge its Airport Customers at the Airport in an area
152 designated by the Airport Director or his designated representative and to
153 enjoy the benefits derived from use of the related Airport facilities in the
154 operation of the Off-Airport Parking Operator's business. The Off-Airport
155 Parking Operator shall not operate an office or conduct any other kind of
156 vehicle parking or any other business on the Airport without the written
157 express authorization of the Airport Director or otherwise entering into a
158 separate concession or lease agreement with the Airport.

159
160 (d) Charges, Fees and Accounting.

161
162 (i) During the term and time period that the Off-Airport Parking
163 Operator is operating, the Operator shall operate its Courtesy Vehicle in
164 accordance with the terms and conditions identified in Section
165 4.05.04(2)(a) of the Milwaukee County Ordinances. In addition, pursuant
166 to the exercise of the privileges identified herein, said Off-Airport Parking
167 Operator will pay to the Airport a Privilege Fee for the privilege and
168 opportunity of using the Airport and the business benefit it derives
169 therefrom, said privilege fee to be in the amount of thirty-eight dollars and
170 fifty-one cents (\$38.51) per year for each parking space made available
171 for the parking of any vehicle by the Off-Airport Parking Operator at its
172 facility, payable monthly as defined in (d)(ii) below.

173
174 (ii) Within twenty (20) days after January 1 of each year, the Off-
175 Airport Parking Operator shall submit to the Airport, in a form and with
176 details satisfactory to the Airport, a statement of the number of parking
177 spaces operated by the Off-Airport Parking Operator at its facility, such
178 statement to be signed by a responsible officer or manager of the Off-
179 Airport Parking Operator. All remittances for privilege fees shall be made
180 payable to the Milwaukee County Department of Public Works-Airport
181 Division and remitted to the Office of the Airport Director, General Mitchell
182 International Airport, Drawer No. 979, Milwaukee, Wisconsin 53278-0979.

185 (iii) The Privilege Fee required under this Ordinance shall be calculated
186 by multiplying the total number of parking spaces in existence at the Off-
187 Airport Parking lot and contained in the report required by subsection
188 (d)(ii) above by thirty-eight dollars and fifty-one cents (\$38.51).

189
190 (e) *Audit.*
191

192 (i) Milwaukee County may, at any time and at its own expense, verify
193 the number of parking spaces subject to this Ordinance at each Off-
194 Airport Operator's business premises.

195
196 (f) *Delinquent Charges of Fees.*
197

198 (i) Interest. Unless waived by the Milwaukee County Board of
199 Supervisors, the Off-Airport Parking Operator shall be responsible for
200 payment of interest on amounts not remitted in accordance with the terms
201 of this Ordinance. The rate of interest shall be the statutory rate in effect
202 for all delinquent county property taxes (presently one (1) percent per
203 month or fraction of a month) as described in subsection. 74.80(1) Wis.
204 Stats. The obligation for payment and calculation thereof, shall commence
205 upon the day following the due date established herein.
206

207 (ii) Penalty. In addition to the interest described above, the Off-Airport
208 Parking Operator shall be responsible for payment of penalties and
209 amounts not remitted in accordance with the terms of this Ordinance, as
210 may be determined by the Administrator of this Ordinance, or his
211 designee. Said penalties shall be the statutory rate in effect for delinquent
212 Milwaukee County property taxes (presently .5% per month or fraction of a
213 month) as described in Milwaukee County Ordinance Section 6.06(1) and
214 74.80(2), Wis. Stats. The obligation for payment and calculation thereof
215 shall commence upon the day following the due date established herein.
216

217 (iii) Audit Results. If, as a result of any audit required herein, additional
218 amounts are discovered to be due and owing, interest and penalty shall
219 be calculated thereon in accordance with the above method. The Off-
220 Airport Parking Operator shall remit to the Milwaukee County any
221 additional amounts identified as due and owing as a result of the audit
222 including interest and penalty thereon within thirty (30) days following
223 receipt of the audit report.
224

225 (iv) Non-Exclusivity. This provision permitting collection of interest and
226 penalties by Milwaukee County on delinquent payments shall not be
227 considered to be an exclusive remedy against Off-Airport Parking
228 Operator. Violation of any of the terms and conditions described in this
229 Ordinance with respect to delinquent payments and exercise of this
230 remedy is not a waiver by Milwaukee County of any other remedy

permitted by law.

(g) Security. To provide security for the Privilege Fee required hereunder, the Off-Airport Parking Operator shall comply with either of the following options prior to commencing operations under this Ordinance.

(i) Post with the Airport a surety bond to be maintained throughout the term and time of operation by the Off-Airport Parking Operator in an amount equal to the Privilege Fee required hereunder for a period of three (3) months or one thousand five hundred dollars (\$1,500.00), whichever is greater. In the absence of historical data upon which to base the amount of security to be paid, the Off-Airport Parking Operator shall post a bond in the amount of one thousand five hundred dollars (\$1,500.00) as the security required herein. Such bonds shall be issued by a surety company acceptable to the Airport and authorized to do business in the state and shall be in the form and content satisfactory to the Airport.

(ii) Deliver to the Airport an Irrevocable Letter of Credit drawn in favor of the Airport upon a bank which is satisfactory to the Airport and which is authorized to do business in the State of Wisconsin. Said Irrevocable Letter of Credit shall be in an amount equal to the Privilege Fee required hereunder for a period of three (3) months or one thousand five hundred dollars (\$1,500.00), whichever is greater. In the absence of historical data upon which to base said Letter of Credit, the Off-Airport parking Operator shall furnish an irrevocable letter of credit in the amount of one thousand five hundred dollars (\$1,500.00) as the security required herein.

(iii) In the event the off-airport parking company is unable to secure a surety bond or irrevocable letter of credit as required hereunder, the Airport may, at its sole discretion, accept a cash deposit in the amount stated herein in lieu thereof.

(iv) If the off-airport parking company fails to make payments as required under this ordinance, the off-airport parking company shall forfeit to the Airport the bond or other security posted pursuant to this ordinance or so much of that bond or other security as is necessary to satisfy that difference. If the bond or other security is insufficient to satisfy the difference owed, the Airport may proceed to recover the deficiency and any damages allowed by law, including attorney fees and costs.

(h) Fee Agreements Not Inconsistent with this Ordinance.

(i) Off-Airport Parking Operators may enter into an appropriate agreement for payment of the fees required by this ordinance but any such agreement shall not be inconsistent with the terms of this ordinance and may not extend beyond January 1, 2016.

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MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/15/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: ESTABLISHMENT OF OFF-AIRPORT PARKING OPERATOR PRIVILEGE FEE IN MILWAUKEE COUNTY CODE OF GENERAL ORDINANCES AND ENTERING INTO AGREEMENTS WITH OFF-AIRPORT PARKING OPERATORS AT GENERAL MITCHELL INTERNATIONAL AIRPORT

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact

<input type="checkbox"/> Existing Staff Time Required

<input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)

<input type="checkbox"/> Absorbed Within Agency's Budget

<input type="checkbox"/> Not Absorbed Within Agency's Budget

<input type="checkbox"/> Decrease Operating Expenditures

<input checked="" type="checkbox"/> Increase Operating Revenues

<input type="checkbox"/> Decrease Operating Revenues | <input type="checkbox"/> Increase Capital Expenditures

<input type="checkbox"/> Decrease Capital Expenditures

<input type="checkbox"/> Increase Capital Revenues

<input type="checkbox"/> Decrease Capital Revenues

<input type="checkbox"/> Use of contingent funds |
|--|--|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure		
	Revenue		\$101,435.34
	Net Cost		
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

The following are estimates of revenue from each off-airport parking operator:

Total Parking Spaces

FastPark & Relax	1,729	x \$38.51 =	\$66,583.79
Economy	555	x \$38.51 =	21,373.05
ExecPark	150	x \$38.51 =	5,776.50
Clarion	200	x \$38.51 =	7,702.00
WallyPark	To be determined	x \$38.51 =	0
Total			\$101,435.34

This revenue will be included in the 2014 budget submission.

Department/Prepared By _____

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 15, 2013

TO: Chairperson Michael Mayo Sr., Transportation, Public Works & Transit Committee
Co-Chair Willie Johnson, Jr., Finance, Personnel and Audit Committee
Co-Chair David Cullen, Finance, Personnel and Audit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **SEMI-ANNUAL REPORT ON AIRPORT CAPITAL IMPROVEMENT PROJECTS**

POLICY

Informational Report

BACKGROUND

Per the adopted 2013 Capital Budget, the Airport Director shall continue to submit a semi-annual report to the Committees on Finance and Audit and Transportation and Public Works on the status of all currently authorized Capital Improvement Projects. In a form pre-approved by the DAS Capital Finance Manager, County Board staff and Director of Audits, the report shall provide the following information for each authorized Capital Improvement Project:

- Date of initial County Board approval
- Brief description of scope of project
- Estimated completion date
- Expenditures and revenues summary, including reconciliation of each revenue source (e.g. Passenger Facility Charges, Airport Reserve, Bonds and Miscellaneous Revenue) and amount of committed funds for each.
- Date, purpose and amount of any approved appropriation transfers

Attached is the first semi-annual report for 2013, which indicates the expenditure and revenue summaries of the Airport's active Capital Improvement projects through December, 2012. The capital projects shown are at various stages of development, several of which have reached completion and will be closed out as part of the 2012 year end activities. The next report will be submitted in September 2013 for the period ended June 30, 2013.

Prepared by: Patricia M Walslager, Deputy Airport Director, Finance & Administration

Approved by:

Brian Dranzik, Director
Department of Transportation

C. Barry Bateman
Airport Director

March 15, 2013
Page 2

Cc: James Martin, Interim Fiscal Administrator, Dept of Transportation
Don Tyler, Director, Department of Administrative Services
Pamela Bryant, Capital Finance Manager
Justin Rodriguez, Capital Finance Management Analyst
Carol Mueller, Committee Clerk, Finance & Audit Committee
Jodi Mapp, Committee Clerk, Transportation, Public Works & Transit Committee

Attachment: Excel Spreadsheet summarizing Capital Improvement Projects through December 31, 2012.

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**GMIA Capital Projects
Summary of Revenue Funding by Source**

Project #	Project Name	Manager	Proj Approved	Proj Complete	GARB BONDS A/C 4907	PFC BACKED BONDS A/C 4907	INTEREST ON BONDS A/C 1841	STATE GRANT A/C 2299	FEDERAL GRANT A/C 2699	PFC REVENUE A/C 4901	CAPITAL RESERVE	TOTAL FUNDING	Approved by way of Capital Budget	Fund Transfer Revisions	Number of Fund Transfers	
ACTIVE GMIA PROJECTS																
WA005	Master Plan Update	Kevin Demitros	7/19/2001	Transfer	2013					1,787,160		1,787,160		1,787,160	4	
WA006	C Concourse, Four Gate Expansion	Ed Baisch	1999	Adopted budget	2010	59,586,366	1,079,000			3,992,853	583,300	65,241,519	32,915,070	32,326,449	15	
WA022	Abrasive Storage Building- Design	Paul Montalto	9/15/2009	Budget	2012			283,758	1,702,545	283,758		2,270,060	2,270,060			
WA042	Baggage Claim Remodeling	Jim Zsebe	2006	Adopted Budget	2014					7,131,750		7,131,750	7,131,750			
WA044	In-line Bag Screening, Phase 1 and 2	Tim Kipp	2002	Adopted Budget	2013	26,236,300	289,500	393,312	17,289,018	7,880,000		52,088,130	26,565,800	25,522,330	1	
WA048	D Concourse Improvements	Ed Baisch	2003	Adopted Budget	2012	10,791,950	318,000			8,522,630	375,000	20,007,580	10,084,950	9,922,630	6	
WA061	E Concourse Stem Remodeling & Electrical	Ed Baisch	2004	Adopted Budget	2011	9,455,299	17,000	4,000		350,000	1,204,000	11,030,299	9,455,299	1,575,000	2	
WA064	Phase II Mitigation Program	Kim Berry	9/15/2009	Budget	2014			2,775,260	22,202,080	2,775,260		27,752,600	27,752,600			
WA072	LJT Runway Crack Repair and Sealcoating	Paul Montalto	2006	Adopted Budget	2012			59,525	2,135,220		61,525	2,256,270	1,979,270	277,000	3	
WA094	Runway Safety Area Improvements - RSA-Runway 1L, 19R, 7R	Jim Zsebe	2005	Adopted Budget	2013		10,711,184	8,624,434	53,736,604	947,750		74,019,972	58,316,831	15,703,141	3	
WA095	Terminal Cable Tray System	Wilfredo Rivera	9/15/2009	transfer	2011						347,000	347,000		347,000	1	
WA096	Parking Structure Relighting	Tim Kipp	9/15/2009	transfer	2012		1,616,000			195,000		1,811,000	1,616,000	195,000	1	
WA100	Security Sys Fiber Optic Cable Replacement	Walter Wilson	11/7/2006	adopted budget	2010			186,375	1,118,250	522,375		1,827,000	1,827,000			
WA108	HVAC Equipment Replacement	Vijay Mehta	5/31/2006	Budget	2011	6,412,700	46,700				400,000	6,859,400	5,933,150	926,250	1	
WA122	Airfield Pavement Rehabilitation	Tim Kipp	11/7/2006	adopted budget	2012			552,625	3,315,750	816,725	490,000	5,175,100	4,325,100	850,000	1	
WA123	Airfield Safety Improvements	Tim Kipp	11/7/2006	adopted budget	2012			289,500	1,737,000	165,250	128,250	2,320,000	2,320,000		1	
WA124	Install Ground Power Units& Preconditioned Air	Ed Baisch	11/3/2007	Adopted Budget	2011			278,625	1,923,750	288,025		2,490,400	1,269,400	1,221,000	1	
WA125	Security and Wildlife Perimeter Fence	Paul Montalto	11/3/2007	Adopted Budget	2012			147,750	886,500	147,200		1,181,450	866,450	315,000	2	
WA127	GMIA Terminal Expansion Design Study	Ed Baisch	11/3/2007	Adopted Budget	2016					500,000		500,000	500,000			
WA130	Noise Barrier Study	Kim Berry	11/3/2007	Adopted Budget	2011			35,510	284,080	36,410		356,000	180,900	175,100	1	
WA131	Part 150: Ramp Electrification	Ed Baisch	11/3/07	Adopted Budget	2012			50,562	357,375	50,063		458,000	458,000			
WA133	D Hammerhead Restroom Remodel	J. Zsebe	11/11/2008	Adopted Budget	2012	2,190,000				221,000		2,411,000	221,000	2,190,000	1	
WA135	Runway 1L/19R & 7R/25L Intersection	Ed Baisch	10/8/2008	Adopted Budget	2013			1,709,045	10,244,184	1,688,229		13,641,458	8,750,000	4,891,458	1	
WA139	Redundant Main Electrical Feed	Jim Zsebe	11/11/2008	Adopted Budget	2013	3,702,500	160,500			4,184,000		8,047,000	8,047,000			
WA141	Admin BLDG Ground Level Build Out GMIA TRAINING FACILITY	Bernie Mielcarek	11/11/2008	Adopted Budget	2013	2,415,000					489,000	2,904,000	2,904,000			
WA142	LJT Runway 15L - 33R Extension	Tim Kipp	11/11/2008	Adopted Budget	2011			13,450	511,100		13,450	538,000	538,000			
WA143	Cargo Ramp 3D Access Security	Walter Wilson	11/11/2008	Adopted Budget	2011		23,179	139,074	23,180			185,432	185,307	125		
WA145	Runway Guard Lights	T. Kipp	11/11/2008	Transfers	2012	1,648,000		168,000	1,008,000	168,000		2,992,000		2,992,000	2	
WA147	Deicing pads at Cargo	Jim Zsebe	2011	Transfers	2013					100,000		100,000		100,000	1	
WA148	Expand Fleet Building	Paul Montalto	1/1/2010	Budget	2012					3,616,000		3,616,000	3,366,000	250,000	1	
WA149	Snow Equipment Storage Building	Jim Zsebe	1/1/2010	Budget	2012		13,272,000			330,000		13,602,000	13,272,000	330,000	1	
WA151	Part 150 Noise Monitoring	Kim Berry	2013	Budget	2013			214,000	1,712,000	214,000		2,140,000	1,850,000	290,000	1	
WA152	Part 150 Vacant land Acquisition	Kim Berry	2009	Budget	2012			156,000	1,248,000	156,000		1,560,000	1,040,000	520,000	1	
WA153	Purchase Non-County owned jet bridges	Pat Walslager	2012	Budget	2014	3,000,000	2,000,000			5,500,000		10,500,000	6,550,000	3,950,000	1	
WA158	GMIA Deicing Pad	Tim Kipp	2013	Budget	2013					300,000		300,000	300,000			
WA160	GMIA Narrow Band Conversion	Terry Blue	2011	Budget	2013	2,000,000						2,000,000	2,000,000			
WA161	GMIA Terminal Roadway Signage	Bernie Mielcarek	2011	Budget	2013					3,100,000		3,100,000	3,100,000			
WA162	GMIA CESSNA SERVICE APRON RECONSTRUCTION	Paul Montalto	2012	Budget	2013			139,500	837,000	11,875	127,625	1,116,000	1,116,000			
WA163	GMIA PERIMETER ROAD BRIDGE OVER HOWELL AVENUE	Karl Stave	2012	Budget	2013			750,000	4,500,000	750,000		6,000,000	3,500,000	2,500,000	1	
WA165	Taxiway B Reconstruction	Tim Kipp	2011	Budget	2012			2,373,600			593,400	2,967,000	2,140,000	827,000	2	
WA166	GMIA Perimeter Road Extension 128th to College Ave.	Paul Montalto	1/1/2012	Adopted Budget	2013			137,500	825,000	137,500		1,100,000	1,100,000			
WA167	GMIA Terminal Escalator Replacement	Pete Asfari	1/1/2012	Adopted Budget	2013						600,000	600,000	600,000			
WA169	LJT Runway and Taxiway Lights	Tim Kipp	1/1/2012	Adopted Budget	2013			6,250	237,500		6,250	250,000	250,000			
WA173	GMIA Fuel Farm Electrical Service	Mary Turner	1/1/2012	Adopted Budget	2013						150,000	150,000	150,000			
WA175	GMIA Concourse C Checkpoint	Ed Baisch	2011	Fund Transfer	2013						472,000	472,000		472,000	1	
Data shown is as of end of December 2012					Grand total GMIA Projects	30,823,499	124,391,300	1,760,379	19,483,654	127,834,136	56,868,813	6,040,800	387,202,580	256,746,937	110,455,643	57

**GMIA Capital Projects
Summary of Expenditures**

Project #	Project Name	Manager	Proj Approved	Proj Complete	Amounts Per Advantage					Expedition Remaining Commitments Note A	Currently Uncommitted Funds	Future Commitments Per A&E Note B	Net Available			
					Cumulative Budget	Cumulative Expended	Cumulative Unrealized	Currently Encumbered	Available Funds							
ACTIVE GMIA PROJECTS																
WA005	Master Plan Update	Kevin Demitros	7/19/2001	Transfer	2013	1,787,160	1,775,399	11,761	0	11,761	0	11,761	11,761	0		
WA006	C Concourse, Four Gate Expansion	Ed Baisch	1999	Adopted budget	2010	65,241,519	64,342,664	898,854	18,914	879,941	0	879,941	169,402	710,539		
WA022	Abrasive Storage Building- Design	Paul Montalto	9/15/2009	Budget	2012	2,270,060	261,845	2,008,215	0	2,008,215	1	2,008,214	1,687,738	320,476		
WA042	Baggage Claim Remodeling	Jim Zsebe	2006	Adopted Budget	2014	7,131,750	3,772,718	3,359,032	2,258,944	1,100,088	105,872	994,216	994,216	0		
WA044	In-line Bag Screening, Phase 1 and 2	Tim Kipp	2002	Adopted Budget	2013	52,088,130	27,014,018	25,074,112	11,666,024	15,347,994	24,524,899	14,889,944	14,889,944	0		
WA048	D Concourse Improvements	Ed Baisch	2003	Adopted Budget	2012	20,007,580	18,544,491	1,463,089	10,255	1,452,834	0	1,452,834	73,709	1,379,125		
WA061	E Concourse Stem Remodeling & Electrical	Ed Baisch	2004	Adopted Budget	2011	11,030,299	10,702,014	328,285	12,677	315,608	1	315,607	315,607	0		
WA064	Phase II Mitigation Program	Kim Berry	9/15/2009	Budget	2014	27,752,600	17,594,085	10,158,515	4,965,163	5,193,352	-9,024,917	14,218,269	14,218,269	0		
WA072	LJT Runway Crack Repair and Sealcoating	Paul Montalto	2006	Adopted Budget	2012	2,256,270	1,260,185	996,085	37,274	958,811	1,078,016	232,729	232,729	0		
WA094	Runway Safety Area Improvements - RSA-Runway 1L, 19R, 7R and	Jim Zsebe	2005	Adopted Budget	2013	74,019,972	69,142,942	4,877,030	2,043,064	2,833,966	465,523	2,368,443	2,368,443	0		
WA095	Terminal Cable Tray System	Wilfredo Rivera	9/15/2009	transfer	2011	347,000	320,226	26,774	6,252	20,522	56	20,466	20,466	0		
WA096	Parking Structure Relighting	Tim Kipp	9/15/2009	transfer	2012	1,811,000	430,257	1,380,743	19,522	1,361,221	1,361,221	0	0	0		
WA100	Security Sys Fiber Optic Cable Replacement	Walter Wilson	11/7/2006	adopted budget	2010	1,827,000	1,721,861	105,139	0	105,139	0	105,139	105,139	0		
WA108	HVAC Equipment Replacement	Vijay Mehta	5/31/2006	Budget	2011	6,859,400	6,626,292	233,108	0	233,108	0	233,108	136,127	96,981		
WA122	Airfield Pavement Rehabilitation	Tim Kipp	11/7/2006	adopted budget	2012	5,175,100	5,209,213	-34,113	0	-34,113	20,833	-54,946	-54,946	0		
WA123	Airfield Safety Improvements	Tim Kipp	11/7/2006	adopted budget	2012	2,320,000	2,563,388	-243,388	0	-243,388	-819,686	576,298	17,570	558,728		
WA124	Install Ground Power Units& Preconditioned Air	Ed Baisch	11/3/2007	Adopted Budget	2011	2,490,400	1,341,034	1,149,366	194,339	955,027	3,592	951,435	951,435	0		
WA125	Security and Wildlife Perimeter Fence	Paul Montalto	11/3/2007	Adopted Budget	2012	1,181,450	935,103	246,347	18,618	227,729	-1,975	229,704	229,704	0		
WA127	GMIA Terminal Expansion Design Study	Ed Baisch	11/3/2007	Adopted Budget	2016	500,000	0	500,000	0	500,000	0	500,000	500,000	0		
WA130	Noise Barrier Study	Kim Berry	11/3/2007	Adopted Budget	2011	356,000	1,000	355,000	349,366	5,634	5,634	0	0	0		
WA131	Part 150: Ramp Electrification	Ed Baisch	11/3/2007	Adopted Budget	2012	458,000	0	458,000	0	458,000	0	458,000	458,000	0		
WA133	D Hammerhead Restroom Remodel	J. Zsebe	11/11/2008	Adopted Budget	2012	2,411,000	1,174,723	1,236,277	59,184	1,177,092	0	1,177,092	1,177,092	0		
WA135	Runway 1L/19R & 7R/25L Intersection	Ed Baisch	10/8/2008	Adopted Budget	2013	13,641,458	10,335,544	3,305,914	261,032	2,385,882	385,154	2,000,728	2,000,728	0		
WA139	Redundant Main Electrical Feed	Jim Zsebe	11/11/2008	Adopted Budget	2013	8,047,000	447,667	7,599,333	22,883	7,576,450	15,119	7,561,331	7,561,331	0		
WA141	Admin BLDG Ground Level Build Out GMIA TRAINING FACILITY	Bernie Mielcarek	11/11/2008	Adopted Budget	2013	2,904,000	181,352	2,722,648	2,074,112	648,536	7,486	641,050	641,050	0		
WA142	LJT Runway 15L - 33R Extension	Tim Kipp	11/11/2008	Adopted Budget	2011	538,000	185,643	352,357	33,232	319,125	-105	319,230	319,230	0		
WA143	Cargo Ramp 3D Access Security	Walter Wilson	11/11/2008	Adopted Budget	2011	185,432	185,432	0	19,325	19,325	0	19,325	0	19,325		
WA145	Runway Guard Lights	T. Kipp	11/11/2008	Transfers	2012	2,992,000	1,107,912	1,884,088	0	1,884,088	0	1,884,088	236,088	1,648,000		
WA147	Deicing pads at Cargo	Jim Zsebe	2011	Transfers	2013	100,000	15,527	84,473	0	84,473	0	84,473	84,473	0		
WA148	Expand Fleet Building	Paul Montalto	1/1/2010	Budget	2012	3,616,000	480,371	3,135,629	0	3,135,629	13,747	3,121,882	2,821,660	300,222		
WA149	Snow Equipment Storage Building	Jim Zsebe	1/1/2010	Budget	2012	13,602,000	608,545	12,993,455	1,378	12,992,078	186,736	12,805,342	12,530,513	274,829		
WA151	Part 150 Noise Monitoring	Kim Berry	2010	Adopted Budget	2013	2,140,000	0	2,140,000	0	2,140,000	0	2,140,000	2,140,000	0		
WA152	Part 150 Vacant land Acquisition	Kim Berry	2010	Adopted Budget	2012	1,560,000	0	1,560,000	0	1,560,000	0	1,560,000	1,560,000	0		
WA153	Purchase Non-County owned jet bridges	Pat Walslager	2010	Transfer 2009	2014	10,500,000	1,825,260	8,674,740	0	8,674,740	0	8,674,740	8,674,740	0		
WA158	GMIA Deicing Pad	Tim Kipp	2013	Budget	2013	300,000	0	300,000	0	300,000	25,000	275,000	275,000	0		
WA160	GMIA Narrow Band Conversion	Terry Blue	2010	Budget	2013	2,000,000	1,908,500	91,500	0	91,500	-155,780	247,280	0	247,280		
WA161	GMIA Terminal Roadway Signage	Bernie Mielcarek	2011	Budget	2013	3,100,000	248,203	2,851,797	106,853	2,744,944	3,407	2,741,537	2,741,537	0		
WA162	GMIA CESSNA SERVICE APRON RECONSTRUCTION	Paul Montalto	2012	Budget	2013	1,116,000	938	1,115,062	0	1,115,062	75,000	1,040,062	1,040,062	0		
WA163	GMIA PERIMETER ROAD BRIDGE OVER HOWELL AVENUE	Karl Stave	2012	Budget	2013	6,000,000	652,238	5,347,762	3,657,531	1,690,232	118,525	1,571,707	1,571,707	0		
WA165	Taxiway B Reconstruction	Tim Kipp	2011	Budget	2012	2,967,000	2,740,863	226,137	0	226,137	0	226,137	226,137	0		
WA166	GMIA Perimeter Road Extension 128th to College Ave.	Paul Montalto	1/1/2012	Adopted Budget	2013	1,100,000	668,767	431,233	6,750	424,483	13,551	410,932	410,932	0		
WA167	GMIA Terminal Escalator Replacement	Pete Asfari	1/1/2012	Adopted Budget	2013	600,000	8,456	591,544	557,831	33,713	8,345	25,368	25,368	0		
WA169	LJT Runway and Taxiway Lights	Tim Kipp	1/1/2012	Adopted Budget	2013	250,000	151,810	98,190	51,192	46,998	20,000	26,998	26,998	0		
WA173	GMIA Fuel Farm Electrical Service	Mary Turner	1/1/2012	Adopted Budget	2013	150,000	0	150,000	57,558	75,998	998	75,000	0	75,000		
WA175	GMIA Concourse C Checkpoint	Ed Baisch	2011	Fund Transfer	2013	472,000	416,141	55,860	0	55,860	6,805	49,055	49,055	0		
Data shown is as of end of December 2012						Grand total GMIA Projects		367,202,580	256,902,624	110,299,956	28,509,272	83,093,795	18,443,060	89,069,518	83,439,014	5,630,504

Note A: Defined as total commitments per Expedition, less expenditures to date and less encumbrances
In other words, planned future expenditures not yet recognized in Advantage

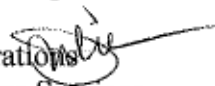
Note B: Estimates by A&E of future commitments, not yet in either Advantage or Expedition.
These are being picked up as uncommitted funds as per Project Listing report

TPWT - 04/09/2013

COUNTY OF MILWAUKEE
Inter-Office Communication

DATE: February 15, 2013

TO: Chairwoman Marina Dimitrijevic
 Milwaukee County Board of Supervisors

FROM: Julie Esch, Director of Operations 
 Department of Administrative Services

SUBJECT: Informational Report on the Establishment of a Comprehensive Facilities Plan Workgroup

The Comprehensive Facilities Plan for Milwaukee County that was prepared by CBRE provides a thorough analysis of twenty-five buildings representing over three million square feet of space. The recommendations CBRE has provided in its final report offer many opportunities for Milwaukee County to become a better property manager. The recommendations are numerous and varied, which requires a multi-disciplinary approach to analyzing the recommendations for future implementation.

To that end, the Department of Administrative Services (DAS) would like to establish a Comprehensive Facilities Plan Workgroup (Workgroup) that would include members from the Office of the Comptroller, County Board staff, DAS – Facilities Management and DAS – Fiscal. The Workgroup would be tasked with developing short term, mid-term and long term projects for implementation, based on the CBRE report. The Workgroup would then present its recommendations to the Comptroller, County Executive and County Board for approval.

It is envisioned that the Workgroup would commence as soon as practicable and will report back with a timeframe for making recommendations.

Cc: County Executive Chris Abele
 Amber Moreen, Chief of Staff, County Executive's Office
 Scott Manske, Milwaukee County Comptroller
 Don Tyler, Director, Department of Administrative Services
 Craig Kammholz, Fiscal and Budget Administrator
 Kelly Bablitch, Chief of Staff, County Board
 Jim Burton, Director, Facilities Management Division
 Greg High, Director, Architectural & Engineering Services Section
 Greg Waszak, Facilities Maintenance Manager



CBRE PRESENTS

Milwaukee County

Comprehensive Facilities Study



March 12, 2013

Study Methodology

Comprehensive Study Team



CBRE

- Public Institutions & Education Group
- Global Corporate Services-Wisconsin
- Global Facilities Management Group
- Project Management/Engineering - Wisconsin
- Research Analysis Group - Wisconsin

Eppstein-Uhen Architects

Singh & Associates – Engineering & Planning

Northterra Development





Provide tactics and strategies for “Best in Class” enterprise

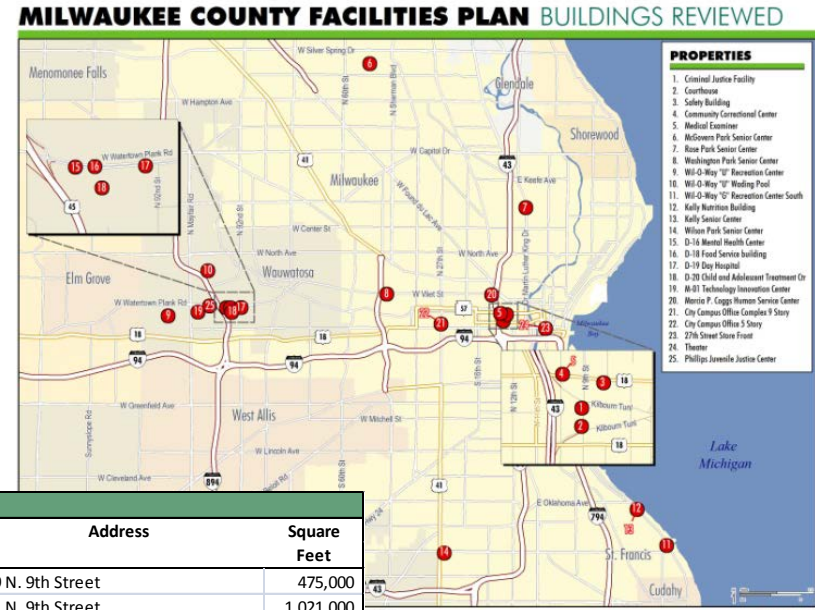
- Written report prepared over 16-months
- Specific achievable goals
- Comprehensive analysis
- Significant achievable savings
- Ability to leverage information for all facilities



Focused on high priority core assets



- County selected facilities for site inspections (25)
- 4mm SF +/- (approx 55% of critical assets)
- Real estate, engineering & architectural analysis



25 Buildings Reviewed In Detail				
Asset ID	Site Name	Asset Name	Address	Square Feet
76	Courthouse Complex	Criminal Justice Facility	949 N. 9th Street	475,000
10	Courthouse Complex	Courthouse	901 N. 9th Street	1,021,000
30	Courthouse Complex	Safety Building	821 W. State Street	296,000
35	Community Correction	Community Correctional Center	1004 N. 10th Street	75,544
37	Community Correction	Medical Examiner	1004 N. 10th Street	73,830
1435	McGovern Park	McGovern Park Senior Center	5400 N 51st Blvd.	12,983
1830	Rose Park	Rose Park Senior Center	3045 N. MLK Drive	39,474
1990	Washington Park	Washington Park Senior Center	4420 W. Vliet Street	30,092
2680	Underwood Parkway	Wil-O-Way "U" Recreation Center	10602 W. Underwood Creek Parkway	8,975
2681	Underwood Parkway	Wil-O-Way "U" Wading Pool	10602 W. Underwood Creek Parkway	1,808
2950	Grant Park	Wil-O-Way "G" Recreation Center South	207 S. Lake Drive	10,509
3125	Warnimont Park	Kelly Nutrition Building	5400 S. Lake Drive	4,290
3130	Warnimont Park	Kelly Senior Center	5400 S. Lake Drive	10,300
3845	Wilson Park	Wilson Park Senior Center	2601 W. Howard Avenue	38,458
5000	Children's Court	Vel Phillips Juvenile Justice Center	10201 Watertown Plank Road	219,539
5040	Mke. Regional Medical Center	D-16 Mental Health Center	9455 Watertown Plank Road	425,400
5060	Mke. Regional Medical Center	D-18 Food Service building	9150 Watertown Plank Road	35,028
5070	Mke. Regional Medical Center	D-19 Day Hospital	9201 Watertown Plank Road	129,433
5080	Mke. Regional Medical Center	D-20 Child and Adolescent Treatment Ctr	9501 Watertown Plank Road	182,787
5290	Research Park	M-01 Technology Innovation Center	10437 Innovation Drive	137,247
5600	Marcia Coggs Human Services	Marcia P. Coggs Human Service Center	1220 W. Vliet Street	222,482
5605	City Campus	City Campus Office Complex 9 Story	2711 W. Wells Street	129,989
5605	City Campus	City Campus Office 5 Story	2711 W. Wells Street	28,025
	City Campus	27th Street Store Front		19,366
	City Campus	Theater		9,116
Total Square Footage				3,636,675

- Interviews with stakeholders
- Contributions from key DOA staff



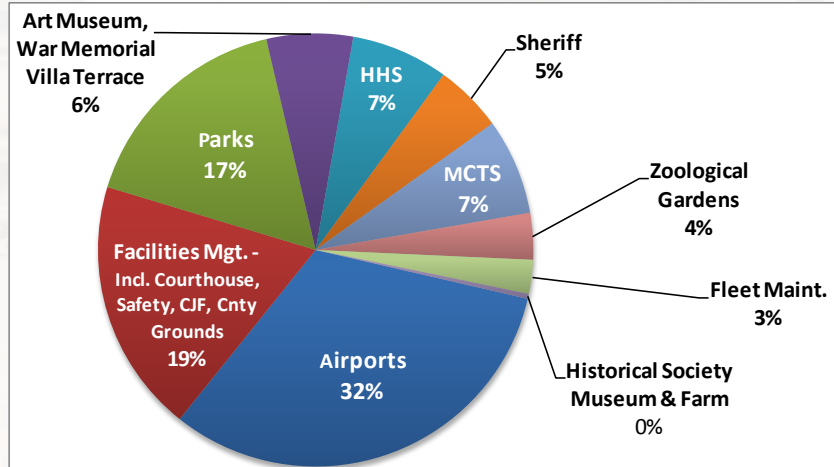
Portfolio Profile

Portfolio Statistics

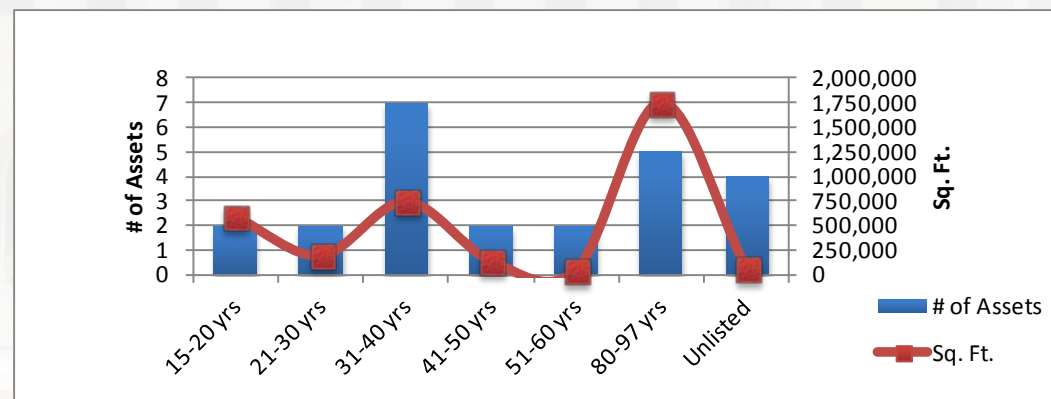
- Consists of a wide variety of property types and uses including office, corrections, museums, airports and zoo
- 75% > 30 years old
- 1,000 properties
- 13.8 million Sq. Ft.

■ Source: Milwaukee County

Property Portfolio by Department



Age of Portfolio Assets



184



Current Status

- Similar to many long tenured public and private sector organizations, the management framework responsible for operating Milwaukee County properties has evolved into a dispersed multi-department structure with multiple budgets, points of authority, contracts, staff and tracking systems.





Proposed Approach

- The management of the real estate portfolio requires a holistic approach that will identify properties critical to the delivery of County services
- As outlined on the following pages, a focus on the most effective strategies will optimize the use of facilities and capital.



Primary Findings: Reduce Overall Footprint



1. *Stretching real estate services throughout a large portfolio of underutilized buildings, has fostered incompatible uses, unnecessary expense, life safety issues, excessive maintenance and building degradation.*

Sell assets to reduce the footprint of occupied space

- Generate sale proceeds to fund real estate capital projects
- Eliminate most “shadow” space
- Reduce utility and maintenance costs
- Reduce excess travel time between facilities
- Improve code compliance and life safety
- Focus on smaller pool of core properties to enhance productivity
- Redirect staff efforts to high return tasks and outcomes

Benefits

Primary Findings: Consolidate Management



2. *Real estate management, costs and operations are tracked and handled by many decentralized departments.*

Consolidate all real estate functions under one County “Landlord”



- Strengthen financial control and reduce operating cost
- Improve internal customer focus
- Foster more effective use of manpower – both internal and 3rd party vendors
- Upgrade systems, tools and processes for tracking tasks, maintenance and spending
- Measure services through surveys, customer feedback and data assessment
- Move from out-tasking to effective out-sourcing

Benefits





Primary Findings: Optimize Use of Space

- Reduce overall cost of occupancy
- Optimize current and future energy management
- Drive changes in culture and management of workplace
- Improve productivity of County staff
- Implement uniform office standards
- Eliminate capital spending on obsolete facilities
- Enhance interface between County staff and constituents
- Partner with government entities for specialized space

Benefits

Improve occupied space and optimize utilization

- 3. Outdated space allocation, poor use of work areas and occupancy of obsolete high maintenance buildings have created an environment that does not respond to customer needs and is very expensive to operate.*

Primary Findings: Invest in Systems, Training & Tools



4. *Inability to track operating costs, use manpower effectively and fund building maintenance have resulted in life safety concerns, inefficient use of staff and ineffective allocation of resources.*

Develop systems and invest in training and tools

- Track and reduce the overall occupancy cost
- Focus staff effectiveness on key properties
- Continually target problem facilities and life safety issues
- Enhance inventory control and reallocate funds
- Develop metrics to track success and reduce costs
- Focus spending on life safety, deferred maintenance and Mission Critical space
- Foster electronic paper filing and recover underutilized space

Benefits

Primary Findings: Reallocate the Savings



5. *Milwaukee County can significantly reduce annual operating expenses and release funds for other applications that are now captive in underutilized, under-performing and unnecessary real estate.*

Reallocate available savings from real estate back into the portfolio

- Reduce annual operating budgets in the range of \$2 – \$4 million per year
- Support reallocation of an estimated \$140 – \$250 million (*) to other Mission Critical assets

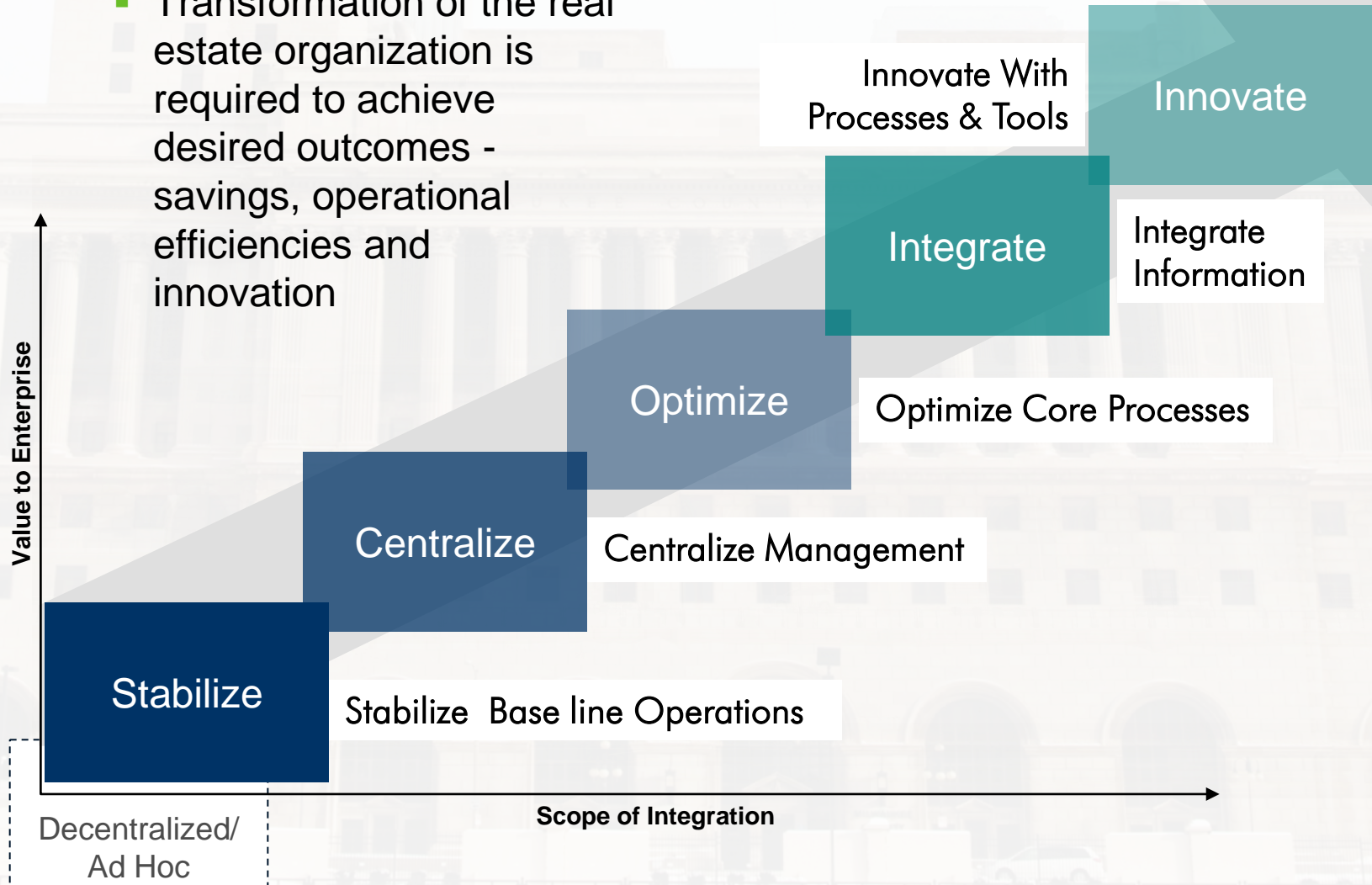
Benefits

(*) *Dollar estimates include 20 year anticipated spend for excess capital repairs, operating expenses, staff and also include the imbedded value of underperforming County real estate*

Real Estate Management Evolution Roadmap



- Transformation of the real estate organization is required to achieve desired outcomes - savings, operational efficiencies and innovation



Source: Capgemini, CoRE 2010, Integrated Resource and Infrastructure Solutions, CBRE (TCC) research lead

Evolution of Real Estate Organizations



	<i>1st GENERATION</i>	<i>2nd GENERATION</i>	<i>3rd GENERATION</i>	<i>4th GENERATION</i>
STRATEGY	<ul style="list-style-type: none"> • Reactive 	<ul style="list-style-type: none"> • Increasing focus 	<ul style="list-style-type: none"> • Established discipline 	<ul style="list-style-type: none"> • Integrated and evolving with the business
PEOPLE/ ORGANIZATION	<ul style="list-style-type: none"> • Heavily in-sourced • Focus on early adopters 	<ul style="list-style-type: none"> • "Core competency" concept • Functional silo outsourcing • Heavy functional shadowing 	<ul style="list-style-type: none"> • Integrated outsourcing • Eliminate the shadows • Variable resource models 	<ul style="list-style-type: none"> • Global integrated outsourcing • "Just in time" expertise • Leadership
PARTNERSHIP	<ul style="list-style-type: none"> • "Vendor" 	<ul style="list-style-type: none"> • "Service Provider" 	<ul style="list-style-type: none"> • "Partner" 	<ul style="list-style-type: none"> • "Collaborator" • Innovator
PROCESS	<ul style="list-style-type: none"> • Ad hoc , inconsistent process across multiple locations 	<ul style="list-style-type: none"> • Process documentation and codification 	<ul style="list-style-type: none"> • The drive for consistency • Global 	<ul style="list-style-type: none"> • "Innovation through collaboration"
SYSTEMS AND TECHNOLOGY	<ul style="list-style-type: none"> • Ad hoc implementation 	<ul style="list-style-type: none"> • Focus on key functions (e.g., lease administration) 	<ul style="list-style-type: none"> • Standardization; integration • Reporting • Point Solutions 	<ul style="list-style-type: none"> • The promise of breakthrough efficiency through enabling technologies
PERFORMANCE MEASUREMENT	<ul style="list-style-type: none"> • Ad hoc 	<ul style="list-style-type: none"> • Functional Key Performance Indicators (KPIs) 	<ul style="list-style-type: none"> • Measure what matters • Benchmarking 	<ul style="list-style-type: none"> • Total outcome KPIs
				VALUE

Focus On Utilization to Reduce Space Needs



Observations

- Current utilization rates are above averages found in modern workplace

File/Storage Benchmark

File/Storage as % of assignable area

- County Core Buildings: 8 %
 - IFMA Survey (1): 5 %
 - Recent State Report (2): 4 %
- 1) IFMA – Int'l Facilities Management Assn. mixed use office
2) Recent strategy recommendation for specific state



Utilization Benchmark

Utilization benchmark: Useable SF/FTE

- County Core Buildings:
 - Per Net Useable Area 287 SF/FTE
 - Per Suite Gross Area 334
- GSA Target (1): 157
- State Report Targets (2):
 - Admin Space 154
 - Call Center 105
 - Customer Facing 180

- 1) House Committee target for GSA
2) Recent state strategy recommendation

- File storage takes up a large footprint of space that could house office users
- Electronic file storage should be a priority

Revise Workplace Strategies to Reduce Space Needs

Recommendations

- Downsize space standards
- Restack inefficient floors when moving & remodeling
- Identify work-at-home & mobile workers
- Evaluate floor design capacity constraints



Sample 6 X *8 Workstations

Space Standards Comparison						
Proposed Space Allocation by Position Categories				2009 Proposed	Transition	Goal
Code	Position Type or Category	Constructed or Open Office	Job Title	Allocated Workspace Area (SF)	Workspace Area (SF)	Workspace Area (SF)
A	Executive	C	Elected Official	216	180	180
B	Administrator	C	Division Head	192	150	120
C	Managers	C	Deputy Director	160	150	120
D	Managers	C	Executive Director 2 & 3	144	120	120
E	Supervising Professionals	O	Supervisor 2 & 3 Section Heads	96	48	48
F	Architect/ Engineer	O	Space fo Large Plan Layout	72	48	48
G	Professional General	O	Clerical/Fiscal/Accnt/Admin 1	64	48	48
H	Professionals with Confidentiality Needs	O	Confidential w/No Conf Access; Attorney, HR; EAP/AAP	120	120	120

Update Building Administration Technology Platform



SOLUTION

- Integrate common real estate data across all systems to avoid inefficient data retrieval, mistakes and wasted staff time.

BENEFITS

- Easy access to information
- System becomes user friendly
- Improve communication flow
- Ability to benchmark data
- Reduced staffing required for updating and tracking information

Current Status

- Main frame accounting system not currently linked to field operations
- Multiple facilities management systems in use - Facilities uses emaint™ for work orders, while airports use Maximo™.
- VFA system used for capital tracking by Facilities Group

Risks/Costs

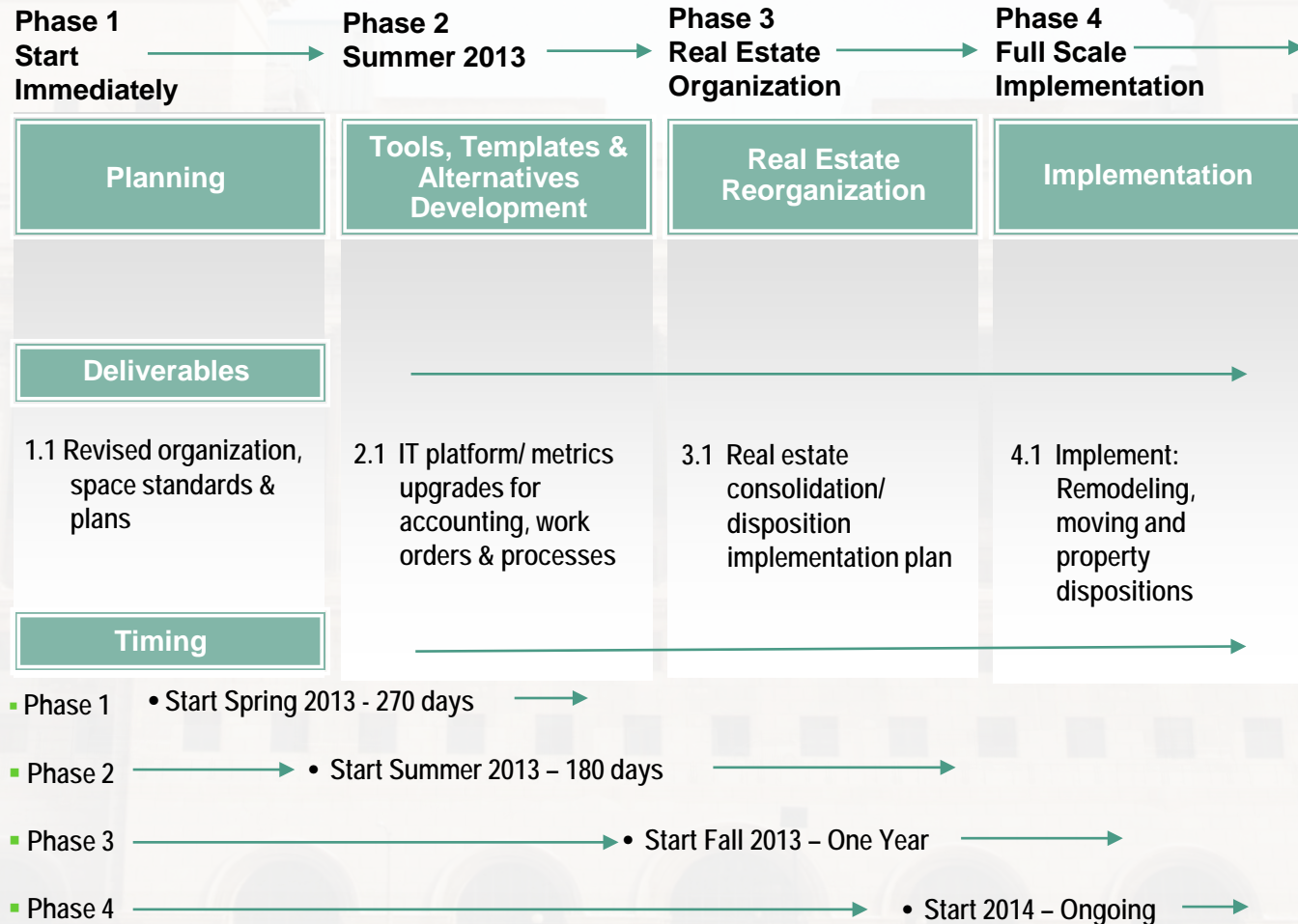
- Cost associated with investment in a new/upgraded technology platform
- Training time
- Staff commitment to use systems as designed
- Funding of ongoing upgrades is required once systems are selected

Core Campus Strategy:

- Identify core assets to retain & serve as consolidation locations
- Revise space standards
- Identify alternative work strategies
- Utilize revised space standards to update the previous planning studies to determine the optimal strategy
 - Courthouse – 2002
 - Safety Building – 1992 & 2008
- Include space in the Criminal Justice Facility in this assessment

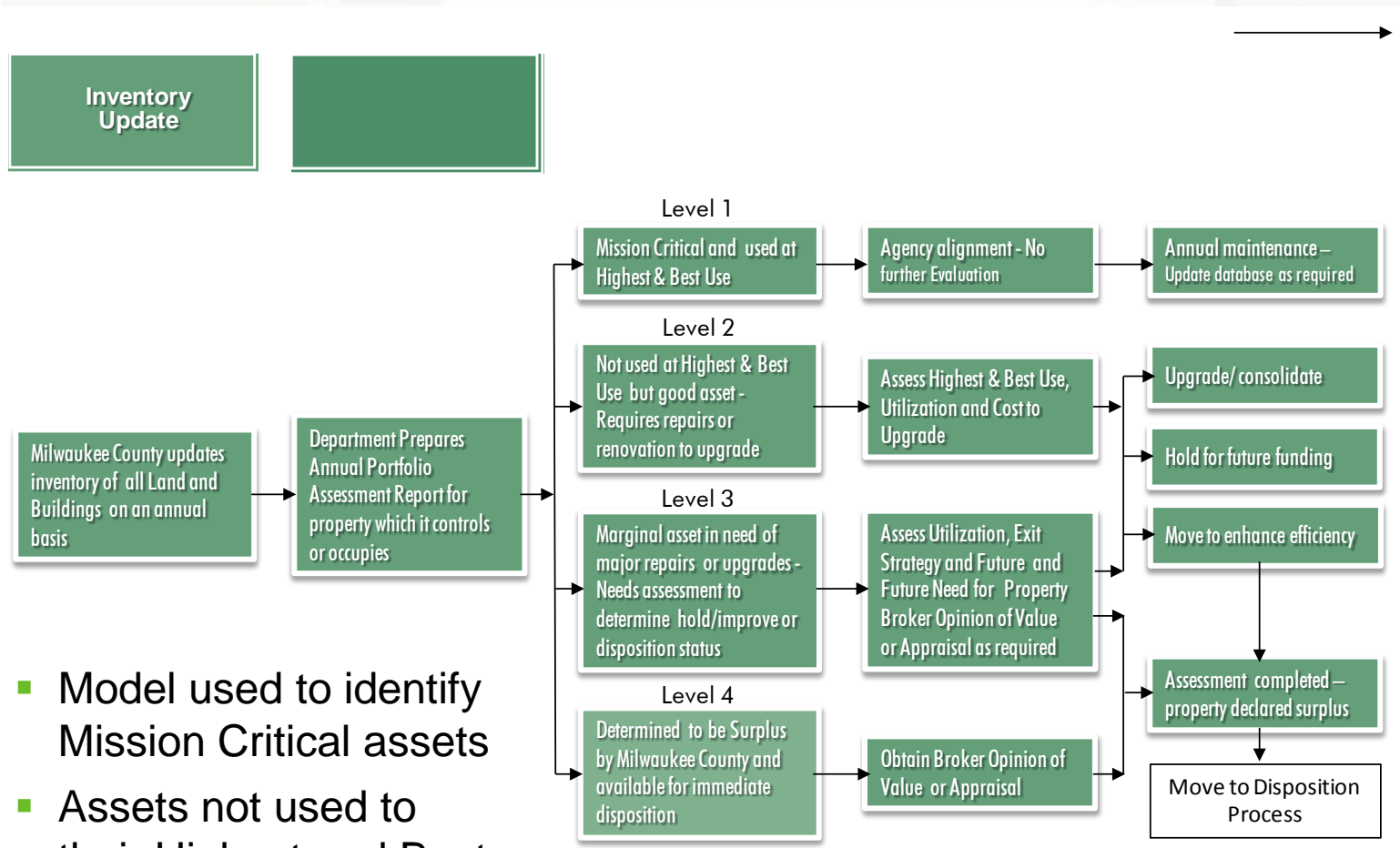


Implementation Phases



Note: Phases may overlap. Some tasks within a Phase may not be completed before a another Phase commences.

Disposition Process Model



- Model used to identify Mission Critical assets
- Assets not used to their Highest and Best Use and without a Mission Critical role should be sold

Primary Property Strategies



1. *Potential for redevelopment*

- Courthouse
- Safety Building
- Criminal Justice Facility

2. *Demolish, hold and redevelop*

- Community Correctional Center and Medical Examiner Office

3. *Demolish, sell or redevelop*

- Mental Health Center/ Day Hospital/ / Child and Adolescent Treatment Center
- Food Service Building
- Kelly Nutrition/ Senior Center

4. *Sell Assets*

- Technology Innovation Center
- City Campus

5. *Sale contingent on reuse planning for core campus*

- Marcia Coggs Human Service Center
- Juvenile Justice Center



Summary of Potential Capital for Redeployment

Use Funding From Various Sources for Capital Redeployment

- Staffing
- Operating Expenses
- Budgeted Capital Cost
- Sale Proceeds

Building	Staffing	20 Year Capital	Operating	Estimated Sale
		Expense - 5 Year	Expense Net	
		Plan +15 Year	Savings - 20 Year	
		Estimate (1)	Aggregate (2)	Proceeds (3)
Courthouse		N/A	\$12.9M	
Technology/Innovation Center		\$1.7M	\$6.7M	
City Campus		\$8.5M	\$3.4M	
Kelly Senior Center		\$.9M	\$.0M	
Marcia Coggs		<u>\$4.0M</u>	<u>\$6.0M</u>	
		\$15.2M	\$29.0M	
Medical Examiner/ Community Correction		\$1.3M	\$.0M	
Children's Justice Center (4)	\$2.7M	\$2.7M	\$.0M	
Mental Health Center (5)	\$13.0M	\$19.8M	\$30.8M	
Food Service	<u>\$.0M</u>	<u>\$.0M</u>	<u>\$.0M</u>	
	\$15.7M	\$23.8M	\$30.8M	
Subtotal Savings	\$15.7M	\$39.0M	\$59.8M	\$27.5M
Partial Summary of Capital for Redeployment	\$142.0M			
(1) Capital expense is aggregate sum of 5 year Milwaukee County projections + 15 year CBRE capital reserve estimate				
(2) Operating Expense net savings is CBRE estimate of savings if actions (operating or capital expense) were undertaken to reduce energy consumption (except Mental Health Center - see Note 5)				
(3) Estimated sale proceeds from selected asset sales - Depending on structure of specific sales, estimates may be higher				
(4) Staffing is estimate of security savings thru collocation				
(5) Mental Health estimates for Staffing and Operating Expense savings from "New Behavioral Health Facility Study Committee - Final Report" - 2011. In addition, operating expense savings includes 20 year net savings estimate from CBRE				



Getting Started

- Establish centralized control and decision making
- Enhance operational excellence and technical skills
- Focus on financial controls for real estate
- Treat occupants as customers
- Mine potential cost reductions
- Develop strong governance model
- Create a pilot office that accommodates modern workplace strategies

Questions?

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: March 17, 2013

TO: Marina Dimitrijevic, Chairwoman County Board of Supervisors
Michael Mayo, Sr, Chairman Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: Requesting Authorization of a Relocation Order for the Warehouse Building Located at 10310 and 10310-A West Watertown Plank Road

POLICY

County Board approval is required.

BACKGROUND

In the fall of 2012, Milwaukee County provided notice to the Wisconsin Department of Transportation (WisDOT) that an offer to purchase for parcels of land to extend Swan Boulevard to Watertown Plank Road would leave Milwaukee County with a parcel of land insufficient to operate its fleet and highway functions. Thereafter, Milwaukee County and WisDOT engaged in discussions regarding how to make the site sufficient. An independent firm was hired to examine the site. The study was paid for by WisDOT. That report indicated that the site would remain insufficient with the current warehouse facility located on it, and therefore; it would need to be removed.

The warehouse building is owned by the Milwaukee Regional Medical Center (MRMC) while the land that it is on is owned by Milwaukee County and leased to MRMC. Milwaukee leases space from MRMC for its Facilities functions. This arrangement dates back to 1988 when a contract was signed with Milwaukee County and MRMC.

The removal of the warehouse facility is essential for the site operability so that a salt dome of increased capacity can be constructed and yard areas can be configured on the site. The original proposal from the State had Swan Boulevard bisecting yard activities from the Fleet Maintenance building. This would have required Milwaukee County crews to cross Swan Boulevard several times a day to perform routine activities. Under the new plan, the yard site will be located to the north of the Fleet Maintenance building incorporating the area of the current warehouse building.

County representatives engaged MRMC in discussions regarding the need for the warehouse removal shortly after the site plan was developed, indicating the need for the

warehouse removal. MRMC officials were told that time was of the essence given WisDOT's scheduled construction of Swan Boulevard beginning in June of 2013. They were further advised that a site was available that could accommodate the warehouse activities for both MRMC and Milwaukee County. MRMC agreed to explore the option of co-location and work began with due diligence of space planning, environmental assessment work and establishing the legal parameters of the co-location arrangement.

Shortly after due diligence work had begun, MRMC representatives were non-committal after repeated requests were made to continue work on site co-location initiatives. After roughly three weeks of trying to establish communication, a meeting was held with MRMC and Milwaukee County was told that MRMC was no longer interested in the co-location site identified by Milwaukee County and MRMC. Milwaukee County representatives were told by that the site was not feasible for MRMC's activities. MRMC representatives indicated they did wish to look at other sites with the County. Five alternative sites were selected and viewed by MRMC and Milwaukee County.

During this time, WisDOT presented an offer to Milwaukee County for the purchase on land, cost to cure items, and in kind work totaling over \$22 million dollars. As part of this agreement, Milwaukee County has committed to providing access to the warehouse site area so the state can perform its work to raze the building and prepare the site. Considering the value of the agreement relative to the initial offer of just over \$3 million, the Department recommended to the Board that it approve of the \$22 million dollar deal. The remaining issue relative to the agreement with the state is providing access to the warehouse site. For this to occur, MRMC must either agree to a relocate voluntarily or the County must remove MRMC from the warehouse site through eminent domain action.

Since the site visits that were taken about a month ago, there has been little to no communication from MRMC showing interest in any of the other options that were explored. Milwaukee County has tried to work cooperatively and respectfully with MRMC on this initiative. At this point, it is necessary for Milwaukee County to begin the process in order for the Fleet/Highway site to be available within WisDOT's construction time frame. Should Milwaukee County and MRMC be able to come to an agreement on a co-location site and terms, the action could be dropped.

The resolution for consideration by the Board allows Milwaukee County to proceed with notice to MRMC of the action. This will begin the process which will lead to establishing and presenting an offer to MRMC for the property relocation. The entire process must be completed by October when Milwaukee County has agreed to provide the warehouse facility vacant of its tenants to WisDOT for demolition.

RECOMMENDATION

The Interim Director of the Department of Transportation recommends that County approve the relocation order that will begin the process of removing the warehouse

building located on Milwaukee County property at 10310 and 10310A West, Watertown Plank Road, Wauwatosa, Wisconsin.

Approved by:

Brian Dranzik, Director
Department of Transportation

Cc: Chris Abele, Milwaukee County Executive
Amber Moreen, Chief of Staff, Milwaukee County Executive
Chris Abele
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Don Tyler, Director, Department of Administrative Services
Kimberly Walker, Corporation Counsel
Julie Esch, Director of Operations, Department of Administrative Services
Craig Kammholz, Fiscal and Budget Administrator, DAS
Pam Bryant, Capital Finance Manager, Office of the Comptroller

1 (Item)From the Director, Department of Transportation, requesting adoption of a
2 Relocation Order for the acquisition of the leasehold interest in the warehouse building
3 property located at 10310 and 10310A West, Watertown Plank Road, Wauwatosa,
4 Wisconsin.
5
6

7 **A RESOLUTION**
8
9

10 WHEREAS, as part of the Zoo Interchange reconstruction project, the Wisconsin
11 Department of Transportation (WisDOT) will extend Swan Boulevard to Watertown
12 Plank Road; and
13

14 WHEREAS, the effect of extending Swan Boulevard, as aforesaid, will cause
15 Milwaukee County to close significant yard areas to the west and north of the existing
16 Fleet Maintenance facility; and
17

18 WHEREAS, the aforesaid impact to the ability of the Fleet Maintenance facility to
19 function at an acceptable level of service was studied and recommendations have been
20 made and accepted by Milwaukee County and WISDOT, which will allow the Fleet
21 Maintenance Facility to continue to function at an acceptable level of service; and
22

23 WHEREAS, as part of the accepted recommendations, the warehouse building at
24 10310 and 10310-A West, Watertown Plank Road must be removed, to expand the yard
25 areas, as required; and
26

27 WHEREAS, in order to comply with the negotiated settlement with WISDOT,
28 Milwaukee County must proceed to acquire the aforesaid warehouse building site, by
29 agreement or by eminent domain, if no agreement can be reached; and
30

31 WHEREAS, by adopting a Relocation Order, Milwaukee County will be able to
32 act in a timely manner to acquire the aforesaid warehouse building site by eminent
33 domain, if no agreement can be reached; now, therefore,
34

35 BE IT RESOLVED that the Milwaukee County Board of Supervisors adopts the
36 attached Relocation Order and directs that it be recorded in the office of the County
37 Clerk, within twenty (20) days, all pursuant to Sec. 32.05(1)(a), Wis. Stats.
38

39 Dated at Milwaukee, Wisconsin, this ____ day of March 2013.
40
41

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3/19/13

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: Authorization of a relocation order for the warehouse building located at 10310 and 10310A West, Watertown Plank Road, Wauwatosa, Wisconsin.

FISCAL EFFECT:

- | | |
|--|--|
| <input checked="" type="checkbox"/> No Direct County Fiscal Impact | <input type="checkbox"/> Increase Capital Expenditures |
| <input type="checkbox"/> Existing Staff Time Required | <input type="checkbox"/> Decrease Capital Expenditures |
| <input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below) | <input type="checkbox"/> Increase Capital Revenues |
| <input type="checkbox"/> Absorbed Within Agency's Budget | <input type="checkbox"/> Decrease Capital Revenues |
| <input type="checkbox"/> Not Absorbed Within Agency's Budget | |
| <input type="checkbox"/> Decrease Operating Expenditures | <input type="checkbox"/> Use of contingent funds |
| <input type="checkbox"/> Increase Operating Revenues | |
| <input type="checkbox"/> Decrease Operating Revenues | |

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$0	
	Revenue	\$0	
	Net Cost	\$0	
Capital Improvement Budget	Expenditure	\$0	
	Revenue	\$0	
	Net Cost	\$0	

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.

This resolution adopts a relocation order for the leasehold interest in the warehouse building property located at 10310 and 10310A West, Watertown Plank Road, Wauwatosa. There is no fiscal impact to this resolution as it provides notification that the process will begin. A subsequent resolution will come to the board for approval of any amounts necessary for settlement.

Department/Prepared By Brian Dranzik, Director of Transportation

Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.

RELOCATION ORDER

RELOCATION ORDER OF MILWAUKEE COUNTY, Wisconsin, by its County Board and for its Relocation Order hereby resolves as follows:

1. This Resolution is a Relocation Order in accordance with subsection 32.05(1), Wisconsin Statutes, for the purpose of the within-described public improvement project and it is also a determination of necessity for that project in accordance with subsection 32.07(2), Wisconsin Statutes;

2. Milwaukee County hereby determines that it is necessary and a public purpose to expand the Fleet Facilities Site on Watertown Plank Road, in the City of Wauwatosa, Wisconsin;

3. Said expansion will be built within the area marked "Expansion" as set forth in the Scale Drawing of Proposed Expansion to Fleet Facility Site which is annexed to this Relocation Order as Exhibit "A" and is incorporated herein;

4. The legal description of the site of said expansion of said Fleet Facility Site is contained in said Exhibit "A" under the heading "Property Description," which is also incorporated herein;

5. Milwaukee County will acquire a fee simple interest in the area described in the "Property Description" portion of Exhibit "A" from the present ground lessee.

Passed and approved this _____ day of _____, 2013.

I hereby certify that _____ day of _____, 2013, that the within Relocation Order was adopted by a vote of _____ ayes and _____ nays by the County Board for Milwaukee County, Wisconsin.

ATTEST:

_____, County Clerk

APPROVED:

_____, County Executive

EXHIBIT A

Page 1

3.3707 ACRE AREA TO BE ACQUIRED

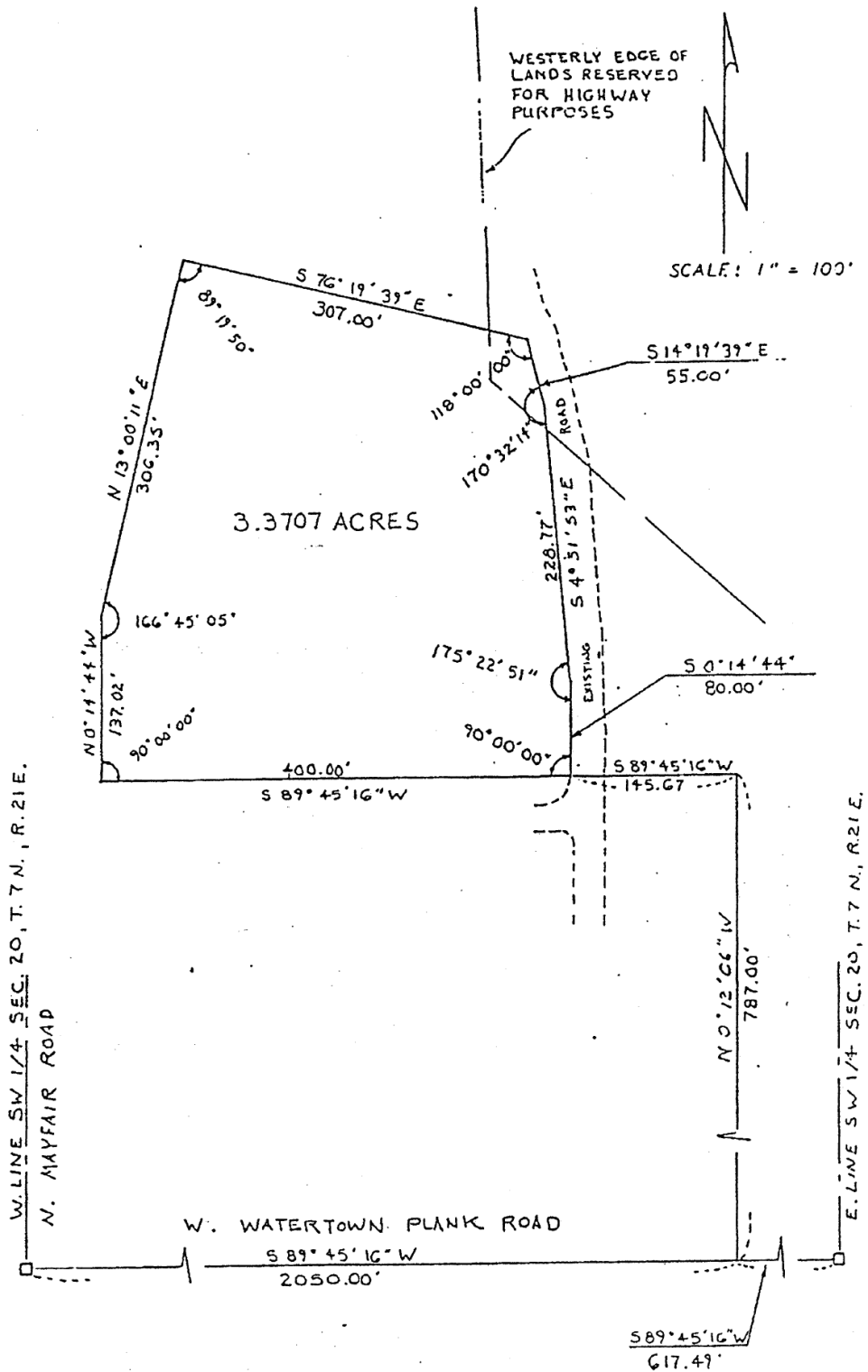


EXHIBIT A

Page 2

Legal Description

The part of the Southwest 1/4 of Section 20, Township 7 North, Range 21 East, in the City of Wauwatosa, Milwaukee County, Wisconsin which is bounded and described as follows: Commencing at the Southeast Corner of said 1/4 Section; thence South 89° 45' 16" West along the South Line of said 1/4 Section 617.49 feet to a point; thence North 0° 12' 06" West along the East Line of the Milwaukee County Central Automotive Maintenance Garage site parcel 787.00 feet to the Northeast Corner of said parcel; thence South 89° 45' 16" West along the North Line of said parcel 145.67 feet to the point of beginning; thence South 89° 45' 16" West, continuing along the North Line of said parcel, 400.00 feet to a point; thence North 0° 14' 44" West 137.02 feet to a point; thence North 13° 00' 11" East 306.35 feet to a point; thence South 76° 19' 39" East 307.00 feet to a point; thence South 14° 19' 39" East 55.00 feet to a point; thence South 4° 51' 53" East 228.77 feet to a point; thence

South 0° 14' 44" East 80.00 to the point of beginning.

The above described parcel contains 3.3707 acres.

030735-0001\12636222.1

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 18, 2013

TO: Marina Dimitrijevic, Chairwoman County Board of Supervisors
Michael Mayo, Sr., Chairman, Transportation Public Works
& Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

SUBJECT: **Chapter 69.02 – Parking Regulations On Roadways and Park-Ride Lots
SOUTH 76TH STREET (CTH U) – An additional “No Parking” location**

POLICY

The Wisconsin State Statutes Chapter 349.13 authorizes local authorities to establish no parking on a highway or part thereof which is under their jurisdiction. Section 69.02 of the Milwaukee County Ordinances establishes parking regulations for South 76th Street (CTH U) pursuant to the authority established by the State Statute mentioned above. When the local authority determines upon the basis of an engineering and traffic investigation that parking of vehicles adjacent to the roadway poses a hazard to the traveling public as well as the abutting property owner, such authority may elect to prohibit or restrict parking in the County Highway right-of-way.

BACKGROUND

Milwaukee County has jurisdiction of South 76th Street (CTH U) from the Racine County Line to the south line of West Oklahoma Avenue (CTH NN). There is currently posted no parking on South 76th Street (CTH U) between West Ryan Road (STH 100) and West Layton Avenue (CTH Y). The Transportation Services Section of the County's Department of Transportation was requested to evaluate the parking in the area of 9643 S. 76th ST. A review of crash data for a period of more than 5 years and a field investigation of the area was conducted. It has been determined that parked vehicles along the west side of South 76th Street (CTH U) create a vision obstruction for through traffic on South 76th Street (CTH U) and to patrons of The Hideaway Restaurant, 9643 South 76th Street (CTH U) desiring to leave the site and enter the roadway. Since there is little development in this area and driveways are widely spaced, a reduction in the speed limit is not recommended. The Franklin Police Department has been contacted and has agreed to provide enforcement of new parking restrictions in this area.

RECOMMENDATION

The Department of Transportation has determined that prohibiting parking along the west side of South 76th Street (CTH U) from a point 825 feet south of the south line of West Ryan Road to a point 1,200 feet south of the south line of West Ryan Road will improve sight distance and increase safety in this section of South 76th Street (CTH U) (see attached drawing). Therefore,

the Department of Transportation requests the County Board adopt the amended Chapter 69.02, establishing the revised no parking zones along South 76th Street (CTH U).

Prepared by: Clark A. Wantoch, Director of Highway Operations

Approved by:

Brian Dranzik, Director
Department of Transportation

BD:AA:

cc: Chris Abele, County Executive
Amber Moreen, Chief of Staff, County Executive's Office
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Scott Manske, Comptroller
Clark Wantoch, Director of Highway Operations, DOT
James Martin, Interim Fiscal Administrator, DOT

(Item) From the Director, Department of Transportation, relative to an amendment to Chapter 69 of the General Ordinances concerning parking on South 76th Street (CTH U) by recommending adoption of the following:

RESOLUTION/ORDINANCE

WHEREAS, Section 69.02(2) of the Milwaukee County Ordinances establishes parking regulations for South 76th Street (CTH U) pursuant to the authority established by the Chapter 349.13 of the Wisconsin State Statutes; and

WHEREAS, The Milwaukee County Department of Transportation was requested to review a concern for vehicles leaving the parking along South 76th Street adjacent to the business at 9643 South 76th Street; and

WHEREAS, It was determined that there is a potential concern with the sight distance for drivers exiting the parking lot at 9643 South 76th Street; now, therefore,

BE IT RESOLVED, that the Milwaukee County Board of Supervisors hereby amends Section 69.02(2) of the Milwaukee County Code of General Ordinances by adopting the following:

AN ORDINANCE

An ordinance to amend Chapter 69, PARKING REGULATIONS ON ROADWAYS AND PARK-RIDE LOTS, of the General Ordinances of Milwaukee County, relating to a change in the parking regulations along South 76th Street (CTH U)

The County Board of Supervisors of the County of Milwaukee does ordain as follows:

SECTION 1. Section 69.02(2) of the General Ordinances is amended to add Section 69.02 (2) (c) as follows:

(2) South 76th (CTH U).

(c) On the west side of South 76th Street (CTH U), from a point eight hundred twenty-five (825) feet south of the south line of West Ryan Road (STH 100) to a point one thousand two hundred (1,200) feet south of the south line of West Ryan Road (STH 100).

[remainder of section 69.02(2) is unchanged]

SECTION 2. Section 69.02 (2) (c) shall take effect upon passage and publication.

MILWAUKEE COUNTY FISCAL NOTE FORM

DATE: 3-19-2013

Original Fiscal Note ☒

Substitute Fiscal Note ☐

SUBJECT: Ordinance Change Request – S. 76th St. Parking regulation change

FISCAL EFFECT:

- | | |
|--|---|
| <p><input checked="" type="checkbox"/> No Direct County Fiscal Impact</p> <p style="padding-left: 40px;"><input checked="" type="checkbox"/> Existing Staff Time Required</p> <p><input type="checkbox"/> Increase Operating Expenditures
(If checked, check one of two boxes below)</p> <p style="padding-left: 40px;"><input type="checkbox"/> Absorbed Within Agency's Budget</p> <p style="padding-left: 40px;"><input type="checkbox"/> Not Absorbed Within Agency's Budget</p> <p><input type="checkbox"/> Decrease Operating Expenditures</p> <p><input type="checkbox"/> Increase Operating Revenues</p> <p><input type="checkbox"/> Decrease Operating Revenues</p> | <p><input type="checkbox"/> Increase Capital Expenditures</p> <p><input type="checkbox"/> Decrease Capital Expenditures</p> <p><input type="checkbox"/> Increase Capital Revenues</p> <p><input type="checkbox"/> Decrease Capital Revenues</p> <p><input type="checkbox"/> Use of contingent funds</p> |
|--|---|

Indicate below the dollar change from budget for any submission that is projected to result in increased/decreased expenditures or revenues in the current year.

	Expenditure or Revenue Category	Current Year	Subsequent Year
Operating Budget	Expenditure	\$0	\$0
	Revenue	\$0	\$0
	Net Cost	\$0	\$0
Capital Improvement Budget	Expenditure		
	Revenue		
	Net Cost		

DESCRIPTION OF FISCAL EFFECT

In the space below, you must provide the following information. Attach additional pages if necessary.

- A. Briefly describe the nature of the action that is being requested or proposed, and the new or changed conditions that would occur if the request or proposal were adopted.
- B. State the direct costs, savings or anticipated revenues associated with the requested or proposed action in the current budget year and how those were calculated.¹ If annualized or subsequent year fiscal impacts are substantially different from current year impacts, then those shall be stated as well. In addition, cite any one-time costs associated with the action, the source of any new or additional revenues (e.g. State, Federal, user fee or private donation), the use of contingent funds, and/or the use of budgeted appropriations due to surpluses or change in purpose required to fund the requested action.
- C. Discuss the budgetary impacts associated with the proposed action in the current year. A statement that sufficient funds are budgeted should be justified with information regarding the amount of budgeted appropriations in the relevant account and whether that amount is sufficient to offset the cost of the requested action. If relevant, discussion of budgetary impacts in subsequent years also shall be discussed. Subsequent year fiscal impacts shall be noted for the entire period in which the requested or proposed action would be implemented when it is reasonable to do so (i.e. a five-year lease agreement shall specify the costs/savings for each of the five years in question). Otherwise, impacts associated with the existing and subsequent budget years should be cited.
- D. Describe any assumptions or interpretations that were utilized to provide the information on this form.
 1. Approval of the requested action would result in the prohibition of parking along the west side of S. 76th St. from a point 825 feet south of the south line of W. Ryan Rd. to a point 1,200 feet south of the south line of W. Ryan Rd.
 2. This ordinance will not require an appropriation of funds. Sufficient funds are provided in the 2013 Operating Budget for the Highway Division, under Org. Unit 5100, for the posting of "No Parking" signs.

Department/Prepared By MCDOT / Clark Wantoch, Director of Highway Operations

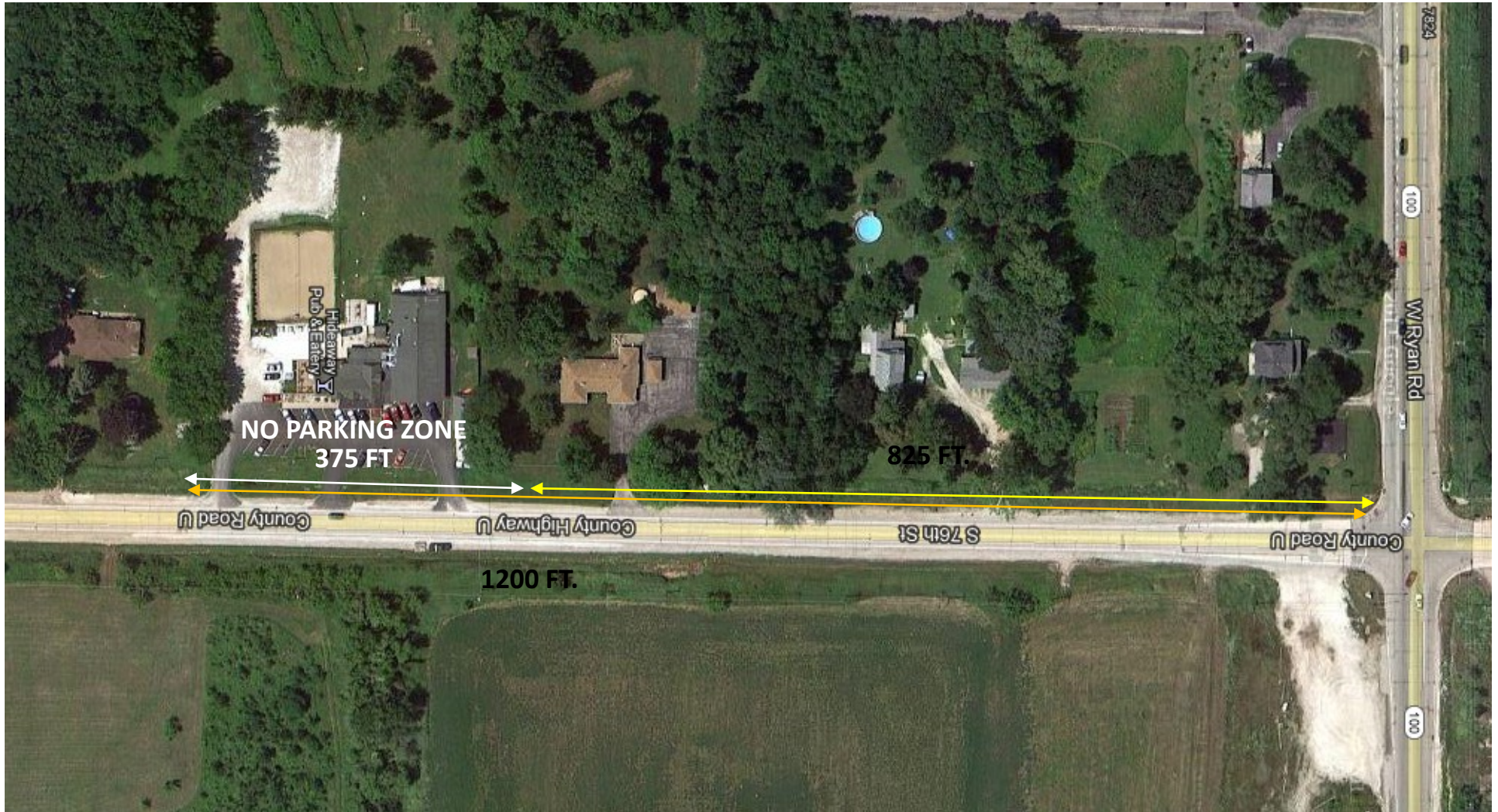
Authorized Signature _____

Did DAS-Fiscal Staff Review? ☐ Yes ☒ No

Did CBDP Review?² ☐ Yes ☐ No ☒ Not Required

¹ If it is assumed that there is no fiscal impact associated with the requested action, then an explanatory statement that justifies that conclusion shall be provided. If precise impacts cannot be calculated, then an estimate or range should be provided.

² Community Business Development Partners' review is required on all professional service and public work construction contracts.



9643 S. 76th Street (CTH U), NO PARKING ZONE

825 feet South of the Center Line of W. Ryan Rd. to

1200 feet South of the Center Line of W. Ryan Rd.

325 feet of No Parking

COUNTY OF MILWAUKEE

INTER-OFFICE COMMUNICATION

DATE: March 18, 2013

TO: Michael Mayo, Sr., Chairman, Transportation Public Works
& Transit Committee

FROM: Brian Dranzik, Interim Director, Department of Transportation

SUBJECT: Milwaukee County Transit System Management Contract Informational
Report

POLICY

This report is presented to the Committee for informational purposes.

BACKGROUND

The Department of Transportation intends to issue a competitive request for proposal (RFP) for transit management services. The current contract with Milwaukee Transport Services, Inc. (MTS) provided for an initial 3 year term (January 1, 2010 through December 31, 2012) with two optional one year extensions (January 1, 2013 through December 31, 2013 – 1st extension and January 1, 2014 through December 31, 2014 – 2nd extension). The County and MTS are currently in the 1st extension period that will expire on December 31, 2013.

The Department anticipates announcing a RFP process that would begin in late April 2013 and conclude in July 2013 with a selected vendor. The Department anticipates requesting board approval for award of a contract to the successful bidder in the September 2013 cycle. The contract is anticipated to be an initial term of 3 years beginning on January 1, 2014 with two optional one year extensions.

RECOMMENDATION

This report is informational.

Approved by:

Brian Dranzik, Interim Director

Department of Transportation

Cc: Chris Abele, Milwaukee County Executive
Marina Dimitrijevic, Chairwoman, Board of Supervisors
Amber Moreen, Chief of Staff, Milwaukee County Executive Chris Abele
Kelly Bablitch, Chief of Staff, County Board of Supervisors
Don Tyler, Director, Department of Administrative Services
Kimberly Walker, Corporation Counsel
Craig Kammholz, Fiscal and Budget Administrator, DAS
Patrick Lee, Director of Procurement, DAS
CJ Pahl, Assistant Fiscal and Budget Administrator, DAS

**COUNTY OF MILWAUKEE
INTEROFFICE COMMUNICATION**

DATE: March 28, 2013

TO: Marina Dimitrijevic, Chairperson, County Board of Supervisors
Michael Mayo, Sr., Chairperson, Transportation, Public Works and Transit Committee

FROM: Brian Dranzik, Director, Department of Transportation

**SUBJECT: **FEDERAL BUDGET SEQUESTRATION AND CERTAIN FAA ACTIONS
AFFECTING TIMMERMAN AND GENERAL MITCHELL INTERNATIONAL
AIRPORTS****

POLICY

Informational only.

BACKGROUND

The Committee Chairperson requested an update on the Federal Contract Tower closures.

Pursuant to Wisconsin Statutes Section 19.85 (1)(g), the Committee may adjourn into closed session for the purpose of discussing the following matter(s). At the conclusion of the closed session, the Committee may reconvene in open session to take whatever actions it may deem necessary.

The Federal Budget sequester has resulted in the Federal Aviation Administration announcing the closure of 149 Federal contract towers across the Country, including Milwaukee-Timmerman, Waukesha-Crites, LaCrosse, Central Wisconsin-Mosinee, Eau Claire, Janesville, Oshkosh, and Kenosha. The Milwaukee-Timmerman tower is scheduled to be closed April 27, 2013.

The Airport Director and the Principal Assistant Corporation Counsel will brief the Committee on the Federal Budget sequestration and certain FAA actions affecting Timmerman and General Mitchell International Airports.

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